SERVICE MANUAL



Jet 4R

This service manual contains the technical data of each component inspection and repair for the SYM JET 4 R 50 series scooter. The manual is shown with illustrations and focused on “Service Procedures”, “Operation Key Points”, and “Inspection Adjustment” so that provides technician with service guidelines.

If the style and construction of the scooter ,JET 4 R 50 series, are different from that of the photos, pictures shown in this manual, the actual vehicle shall prevail. Specifications are subject to change without notice.

SERVICE DEPARTMENT

SANYANG INDUSTRY CO., LTD.

This service manual describes basic information of different system parts and system inspection & service for JET 4 R 50 scooters. In addition, please refer to the manual contents in detailed for the model you serviced in inspection and adjustment.

The first chapter covers general information and trouble diagnosis.

The second chapter covers service maintenance information.

The third to the tenth chapters cover engine and driving systems.

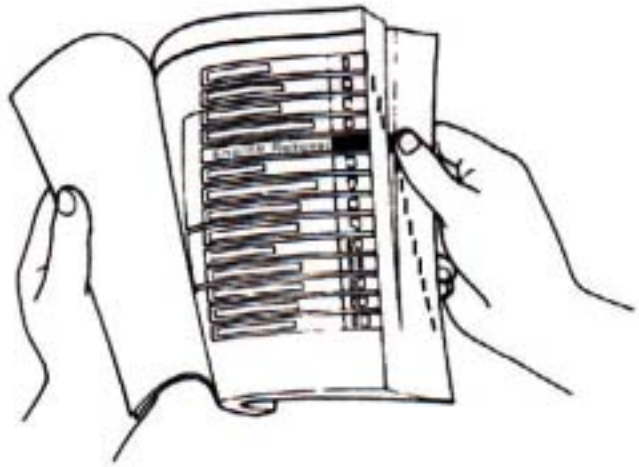
The eleventh to fourteenth chapters are contained the parts set of assembly body.

The fifteenth chapter is electrical equipment.

The sixteenth chapter is wiring diagram.

The seventeenth chapter is special tool.

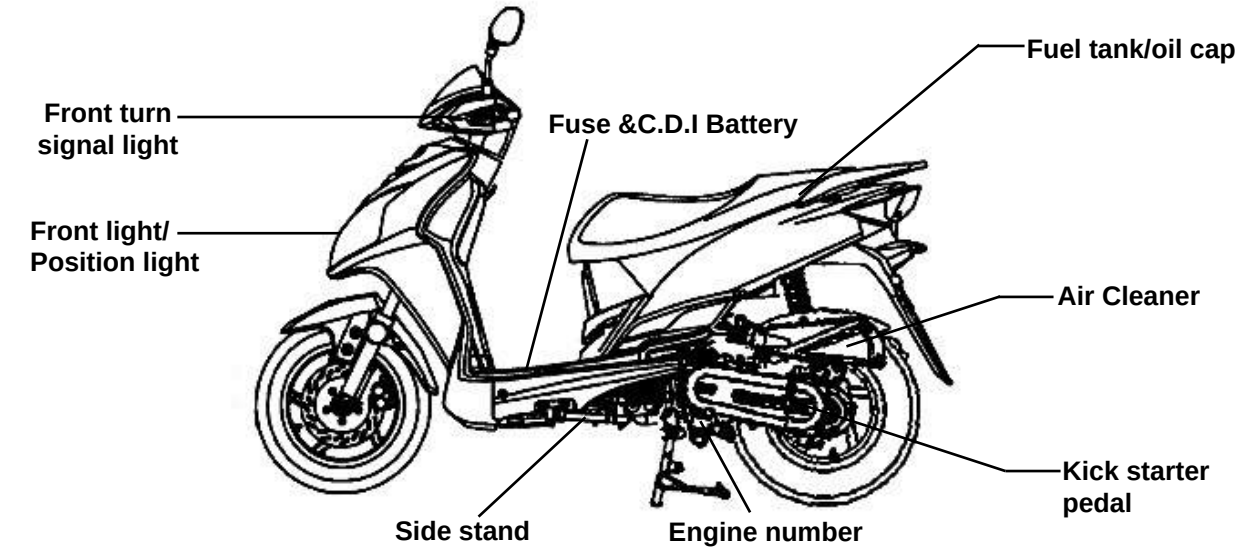
Please see index of content for quick having the special parts and system information.

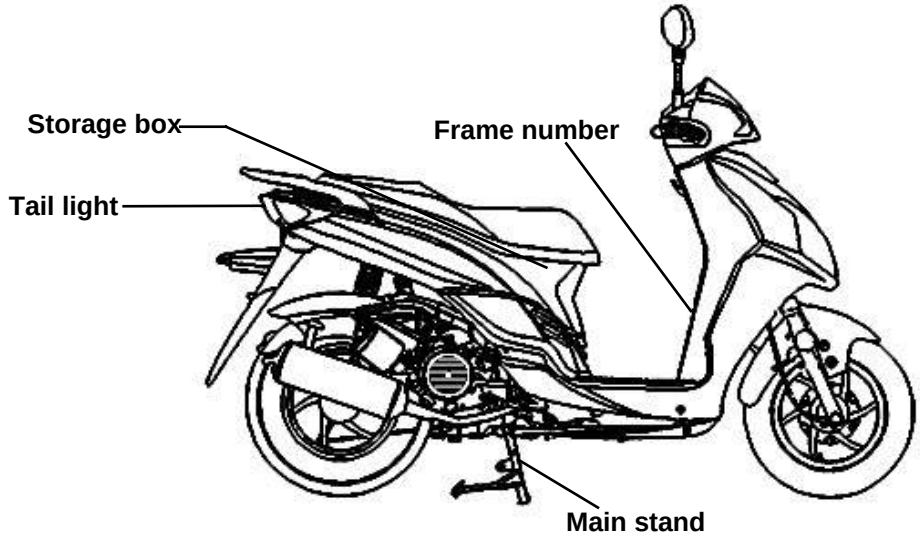


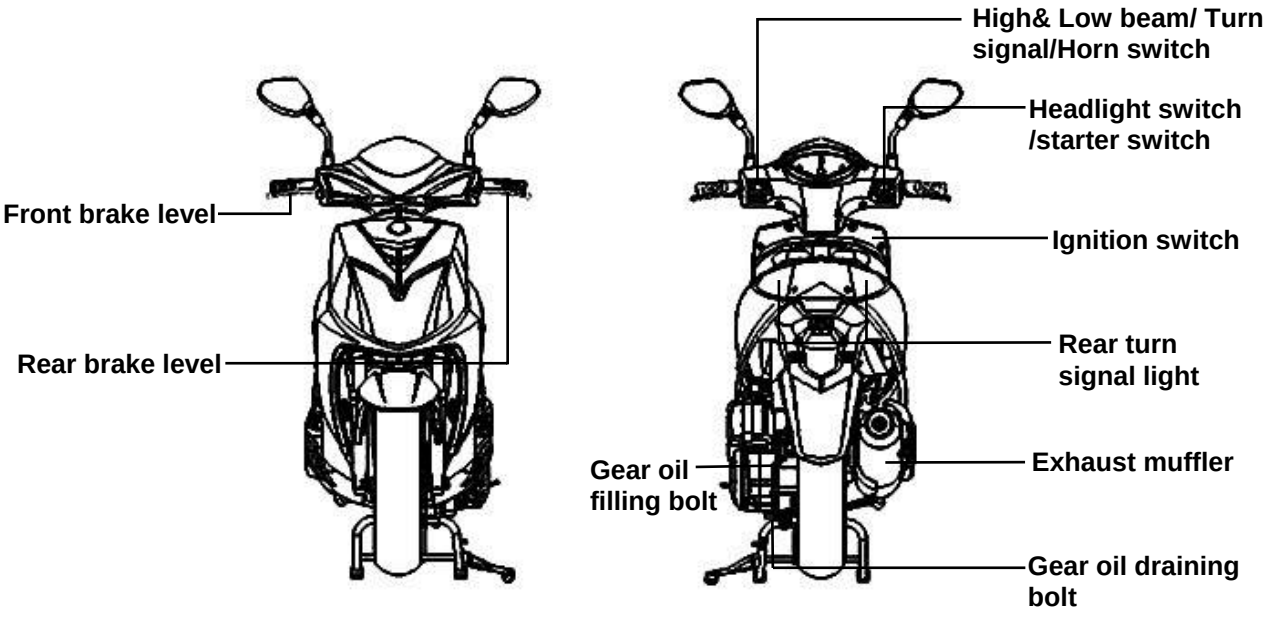
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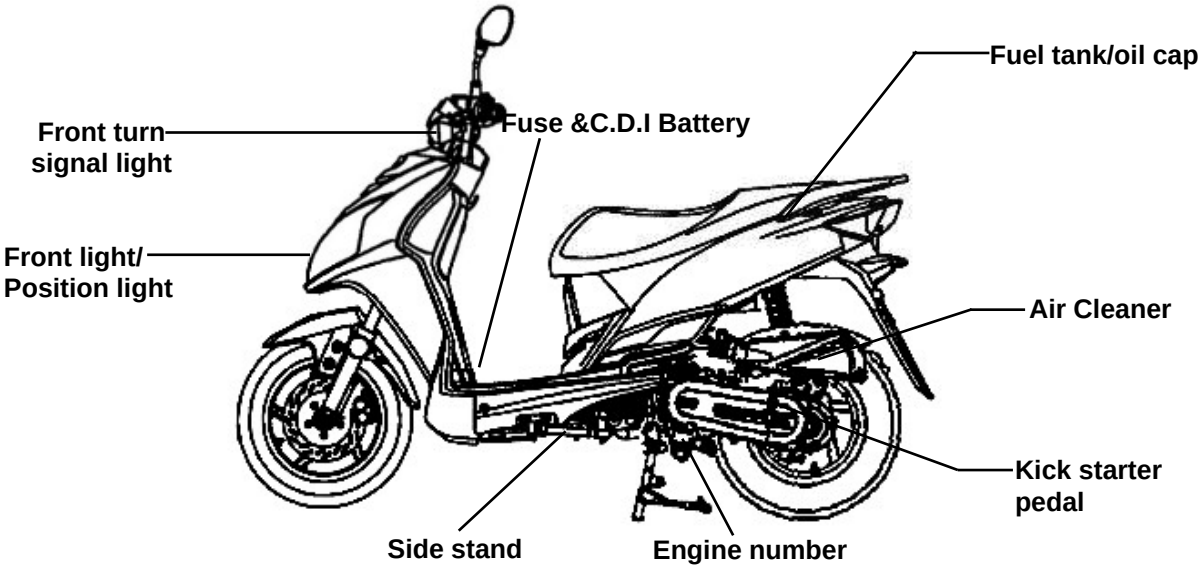
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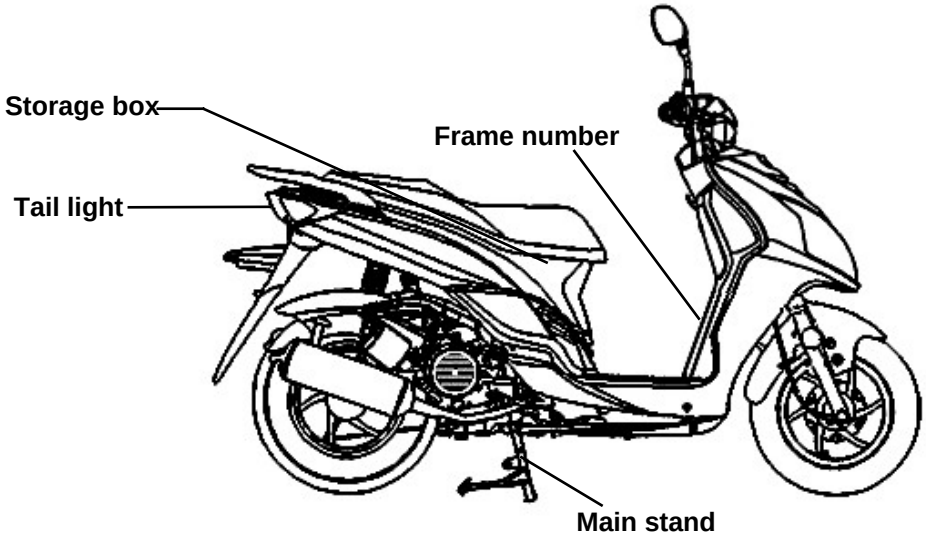
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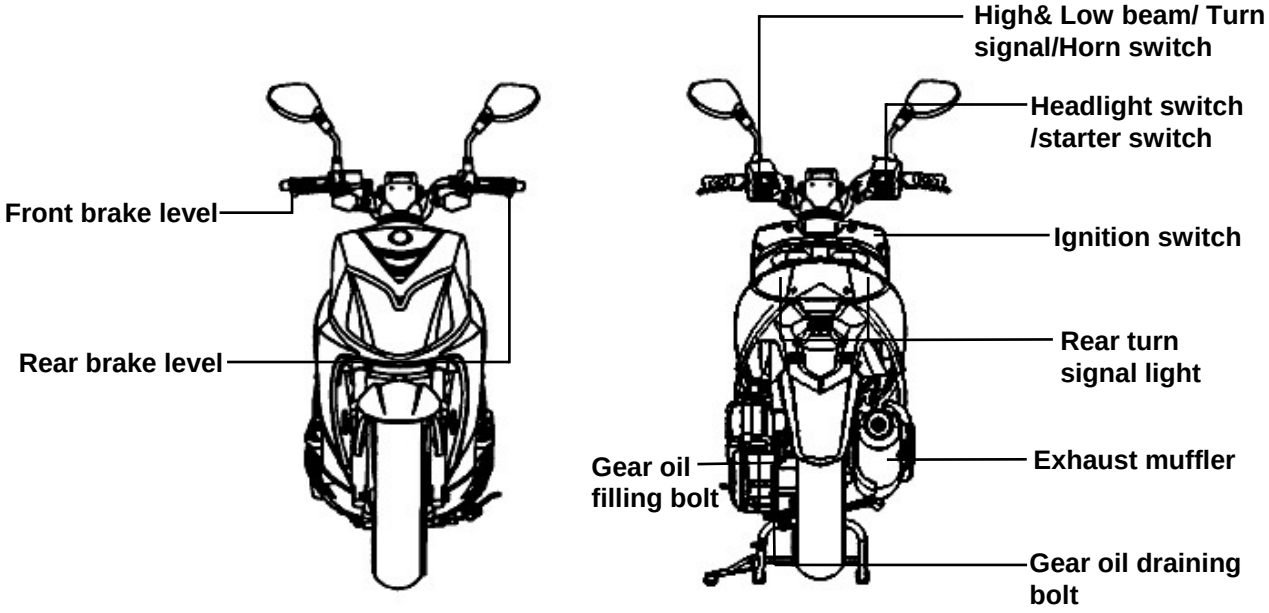

Front turn signal light
Front light/ Position light
Fuse &C.D.I Battery
Fuel tank/oil cap
Air Cleaner
Kick starter pedal
Side stand
Engine number


Storage box
Tail light
Frame number
Main stand


Front brake level
Rear brake level
High& Low beam/ Turn signal/Horn switch
Headlight switch /starter switch
Ignition switch
Rear turn signal light
Exhaust muffler
Gear oil filling bolt
Gear oil draining bolt


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SYMBOLS AND MARKS

Symbols and marks are used in this manual to indicate what and where the special service are needed, in case supplemental information is procedures needed for these symbols and marks, explanations will be added to the text instead of using the symbols or marks.

Warning	Means that serious injury or even death may result if procedures are not followed.
Caution	Means that equipment damages may result if procedures are not followed.
Engine oil	Limits to use SAE SAE 20 JASO FC class engine oil. Warranty will not cover the damage that caused by not apply with the limited engine oil.(Recommended oil: MAX-2 serial oils)
Gear oil	King Bramax HYPOID GEAR OIL #140 is recommended.
Grease	King Mate G-3 is recommended.
Locking sealant	Apply sealant, medium strength sealant should be used unless otherwise specified.
Oil seal	Apply with lubricant.
Renew	Replace with a new part before installation.
Brake fluid	Use recommended brake fluid DOT3 or WELLRUN brake fluid.
Special tools	Special service tools.
Correct	Meaning correct installation.
Wrong	Meaning wrong installation.
Indication	Indication of components.
Directions	Indicates position and operation directions.
	Components assembly directions each other.
	Indicates where the bolt installation direction, --- means that bolt cross through the component (invisibility).

GENERAL SAFETY

Carbon monoxide

If you must run your engine, ensure the place is well ventilated. Never run your engine in a closed area. Run your engine in an open area, if you have to run your engine in a closed area, be sure to use an extractor.

Caution

Exhaust contains toxic gas which may cause one to lose consciousness and even result in death.

Gasoline

Gasoline is a low ignition point and explosive material. Work in a well-ventilated place, no flame or spark should be allowed in the work place or where gasoline is being stored.

Caution

Gasoline is highly flammable, and may explode under some conditions, keep it away from children.

Used engine oil

Caution

Prolonged contact with used engine oil (or transmission oil) may cause skin cancer although it might not be verdict.
We recommend that you wash your hands with soap and water right after contacting.
Keep the used oil beyond reach of children

Hot components

Caution

Components of the engine and exhaust system can become extremely hot after engine running. They remain very hot even after the engine has been stopped for some time. When performing service work on these parts, wear insulated gloves and wait until cooling off.

Battery

Caution

- Battery emits explosive gases; flame is strictly prohibited. Keep the place well ventilated when charging the battery.
- Battery contains sulfuric acid (electrolyte) which can cause serious burns so be careful do not be spray on your eyes or skin. If you get battery acid on your skin, flush it off immediately with water. If you get battery acid in your eyes, flush it off immediately with water, then go to hospital to see an ophthalmologist.
- If you swallow it by mistake, drink a lot of water or milk, and take some laxative such as castor oil or vegetable oil, and then go to see a doctor.
- Keep electrolyte beyond reach of children.

Brake shoe

Do not use an air hose or a dry brush to clean components of the brake system, use a vacuum cleaner or the equivalent to avoid dust flying.

Caution

Inhaling asbestos dust may cause disorders and cancer of the breathing system.

Brake fluid

Caution

Spilling brake fluid on painted, plastic, or rubber parts may cause damage to the parts. Place a clean towel on the above-mentioned parts for protection when servicing the brake system.
Keep brake fluid beyond reach of children.

SERVICE PRECAUTIONS

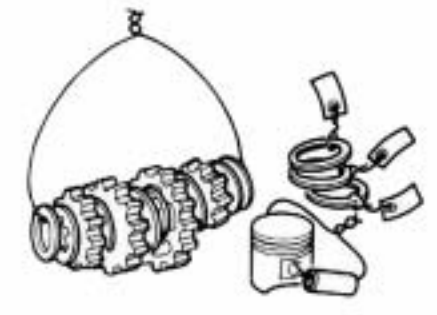
- Always use with SANYANG genuine parts and recommended oils. Using non-designed parts for SANYANG motorcycle may damage the motorcycle.
- Special tools are designed for remove and install of components without damaging the parts being worked on. Using wrong tools may result in parts damaged.
- When servicing this motorcycle, use only metric tools. Metric bolts, nuts, and screws are not interchangeable with the English system, using wrong tools and fasteners may damage this vehicle.
- Clean the outside of the parts or the cover before removing it from the motorcycle. Otherwise, dirt and deposit accumulated on the part's surface may fall into the engine, chassis, or brake system to cause a damage
- Wash and clean parts with high ignition point solvent, and blow dry with compressed air. Pay special attention to O-rings or oil seals because most cleaning agents have an adverse effect on them.



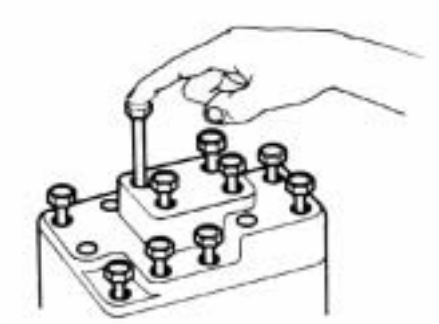
- Never bend or twist a control cable to prevent stiff control and premature worn out.



- Rubber parts may become deteriorated when old, and prone to be damaged by solvent and oil. Check these parts before installation to make sure that they are in good condition, replace if necessary.
- When loosening a component which has different sized fasteners, operate with a diagonal pattern and work from inside out. Loosen the small fasteners first. If the bigger ones are loosen first, small fasteners may receive too much stress.
- Store complex components such as transmission parts in the proper assemble order and tie them together with a wire for ease of installation later.

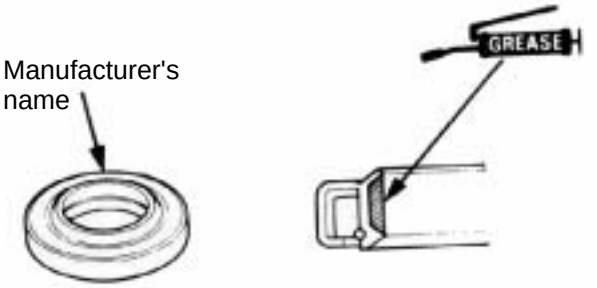


- The length of bolts and screws for assemblies, cover plates or boxes is different from one another, be sure they are correctly installed. In case of confusion, Insert the bolt into the hole to compare its length with other bolts, if its length out side the hole is the same with other bolts, it is a correct bolt. Bolts for the same assembly should have the same length.



- Tighten assemblies with different dimension fasteners as follows: Tighten all the fasteners with fingers, then tighten the big ones with special tool first diagonally from inside toward outside, important components should be tightened 2 to 3 times with appropriate increments to avoid warp unless otherwise indicated. Bolts and fasteners should be kept clean and dry. Do not apply oil to the threads.

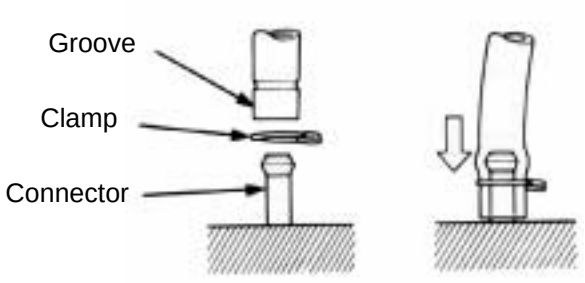
- When oil seal is installed, fill the groove with grease, install the oil seal with the name of the manufacturer facing outside, check the shaft on which the oil seal is to be installed for smoothness and for burrs that may damage the oil seal.



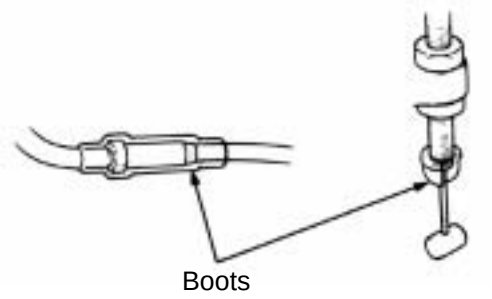
- Remove residues of the old gasket or sealant before reinstallation, grind with a grindstone if the contact surface has any damage.



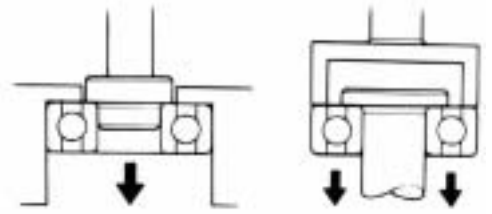
- The ends of rubber hoses (for fuel, vacuum, or coolant) should be pushed as far as they can go to their connections so that there is enough room below the enlarged ends for tightening the clamps.



- Rubber and plastic boots should be properly reinstalled to the original correct positions as designed.



- The tool should be pressed against two (inner and outer) bearing races when removing a ball bearing. Damage may result if the tool is pressed against only one race (either inner race or outer race). In this case, the bearing should be replaced. To avoid damaging the bearing, use equal force on both races.



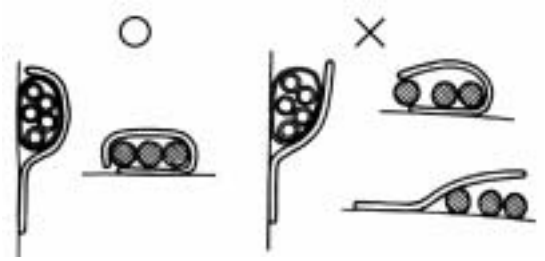
Both of these examples can result in bearing damage.

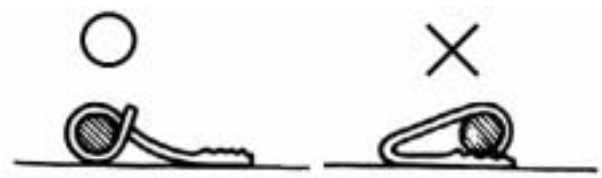
- Lubricate the rotation as assembling. Check if positions and operation for installed parts is in correct and properly.

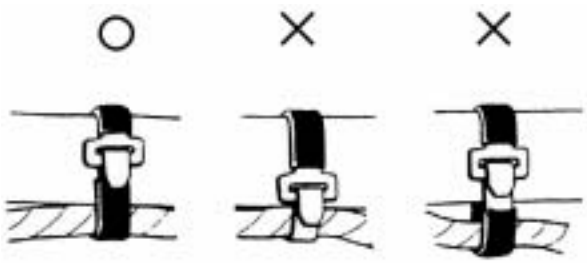
Cables and Harness Routing

Note the following when routing cables and wire Harnesses:

- A loose wire, cable or harness may cause safety hazard. After clamping, check each wire to make sure it is secured.
- Do not squeeze wires against the weld or its clamp.
- Secure wires and wire harnesses to the frame with respective wire band at the designated locations. Tighten the bands so that only the insulated surfaces contact the wires or wire harnesses.
- Route harnesses so that they neither pull too tight nor have excessive slack.
- Protect wires or wire harnesses with electrical tape or tube if they contact a sharp edge or corner.
- Route wire harnesses to avoid sharp edges or corners.
- Avoid the projected ends of bolts and screws.
- Keep wire harnesses far away from the exhaust pipes and other hot parts.
- Be sure grommets are seated in their groves properly.
- After clamping, check each harness to be certain that it is not interfered with any moving or sliding parts.
- After routing .check that the wire harnesses are not twisted or kink.
- Wire harnesses routed along the handlebar should not be pulled too tight or have excessive slack, be rubbed against or interfere with adjacent or surrounding parts in all steering positions.
- Thoroughly clean the surface where tape is to be applied.
- Wrap electrical tape around the damaged parts or replace them.









SPECIFICATIONS

MAKER			SANYANG	MODEL			JD05W/JE05W
DIMENSION	Overall Length		1900 mm	Suspension System	Front		TELESCOPIC FORK
	Overall Width		655 mm		Rear		UNIT SWING
	Overall Height		1140 mm	Tire Specifications	Front		120/60-13
	Wheel Base		1300 mm		Rear		130/70-12
WEIGHT	Curb Weight	Front	43.5 kg	Brake System	Front		DISK (ø 226 mm)
		Rear	69.5 kg				
		Total	113kg		Rear		DRUM (ø 110 mm)
	Passengers/ Weight		Two men/188 kg	Performance	Max. Speed		45 km/hr
	Total Weight	Front	72kg		Climb Ability		18° Below
		Rear	116 kg	Deceleration equipment	Primary Reduction		Belt,3.00〜1.0
		Total	263kg		Secondary Reduction		GEAR
ENGINE	Type		2-STROKE ENGINE		Clutch		Auto Centrifugal clutch
	Installation and arrangement		Vertical, below center, incline 80°		Transmission		C.V.T
	Fuel Used		Unleaded (93/95)	Speedometer			0 ~ 80 km/hr
	Cycle/Cooling		4-stroke/forced air cooled	Horn			80~112 dB/A
	Cylinder	Bore	39 mm	Muffler			Expansion & Pulse Type
		Stroke	41.4 mm	Exhaust Pipe Position and Direction			Right side, and Backward
		Number/Arrangement	Single Cylinder	Lubrication System			forced circulation & splashing
	Displacement		49.4 cc	Exhaust Emission (IDLE)	CO(g/km)		1.057
	Compression Ratio		7.2±0.2 : 1		HC(g/km)		0.149
	Idle speed		1900±100 rpm	Fuel tank capacity			5.20L
	Max. HP		2.5KW/ 6000 rpm	Air Filtration			Paper filter
	Max. Torque		4.1N.m /5000 rpm	Noise Emission			< 84dB(A)
	Ignition		C.D.I.				
	Starting System		Electrical & Kick starter				

TORQUE VALUES (ENGINE)

ITEM	Q'TY	THREAD DIA (mm)	TORQUE VALUE(Kg-m)	REMARKS
Cylinder head bolts	4	7	1.6~2.0	Tighten to head
Crankcase flange bolt	7	6	0.8~1.2	
Mission case flange bolt	7	8	2.4~3.0	
Mission oil refilling bolt	1	8	1.0~1.5	
Mission oil draining plug	1	10	1.0~1.5	
Spark plug	1	10	1.1~1.7	
Start motor flange bolt	2	6	0.8~1.2	
Stator flange bolt	2	6	0.8~1.2	
Pulse generator flange bolt	2	6	0.8~1.2	
Flywheel nut	1	10	3.5~4.5	
Inlet pipe flange bolt	4	6	0.8~1.2	
Oil pump set plate flange bolt	1	6	0.8~1.2	
Cooling fan flange bolt	4	6	0.8~1.2	
Fan cover flange bolt	3	6	0.8~1.2	
Carburetor insulated joint flange bolt	2	6	0.8~1.2	
Shroud	1	6	0.8~1.2	
Movable drive face nut	1	12	3.5~4.5	
Driven pulley plate nut	1	10	5.5~6.5	
L.crankcase cover flange bolt	10	6	0.8~1.2	
Rear brake shoe anchor pin flange nut	1	8	1.5~2.0	
Rear brake arm flange bolt	1	6	0.8~1.2	
Kick starter arm bolt	1	6	0.8~1.2	
Exhaust pipe bolts	3	8	2.4~3.0	
Exhaust pipe connecting nuts	2	6	0.8~1.2	

TORQUE VALUES (FRAME)

ITEM	Q'TY	THREAD DIA (mm)	TORQUE VALUE(Kg-m)	REMARKS
Steering handle nut	1	10	4.0~5.0kgf-m	
Steering stem mounting nut	1	25	1.0~1.2kgf-m	
Front brake caliper bolt	2	8	2.4~3.0kgf-m	
Front wheel axle nut	1	12	5.0~7.0kgf-m	
Front cushion upper mounting nut	4	8	2.4~3.0kgf-m	
Exhaust pipe connection nut	2	6	0.8~1.2kgf-m	
Exhaust muffler mounting bolt	3	8	2.4~3.0kgf-m	
Rear cushion upper mounting bolt	1	10	3.5~4.5kgf-m	
Rear cushion lower mounting bolt	1	8	2.4~3.0kgf-m	
Rear wheel nut	1	16	11.0~13.0kgf-m	
Bolts for the brake disc	5	8	2.4~3.0kgf-m	
Engine hanger bolt	2	10	4.5~5.5kgf-m	
Engine hanger bracket bolt	2	10	4.5~5.5kgf-m	
Bolt for rear brake arm	1	6	0.8~1.2kgf-m	
Brake hose bolt	2	10	3.3~3.7kgf-m	
Rear brake arm lever nuts	1	6	0.8~1.2kgf-m	
Brake master cylinder mounting bolts	2	6	1.0~1.4kgf-m	
Speedometer cable locking screw	1	5	0.15~0.3	
Main standard nut	1	10	3.5~4.5	
Foot-starting lever bolt	1	6	1.6~1.8	
Air cleaner bolts	2	6	1.0~1.4	

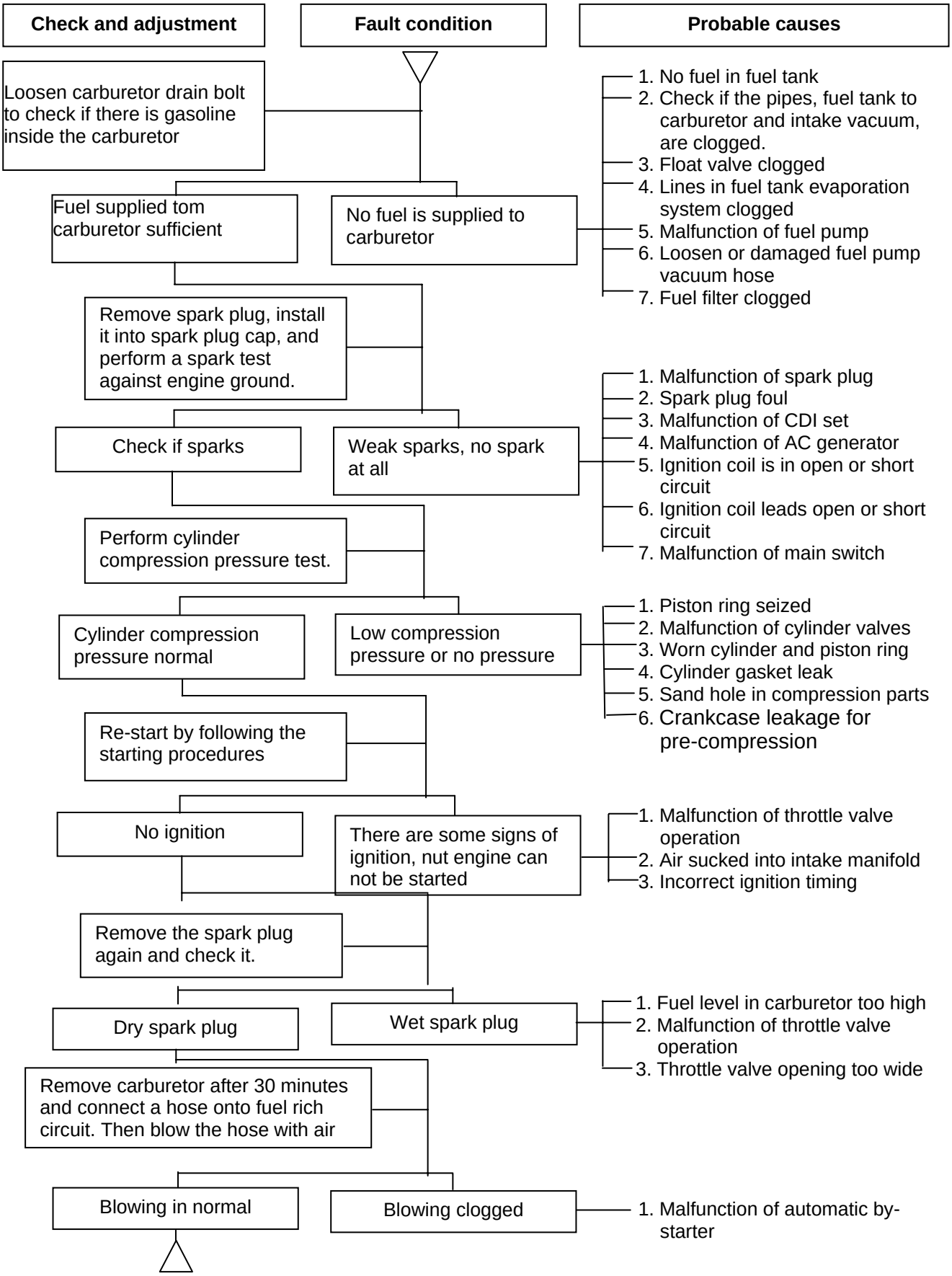
The torque values listed in above table are for more important tighten torque values. Please see standard values for not listed in the table.

Standard Torque Values for Reference

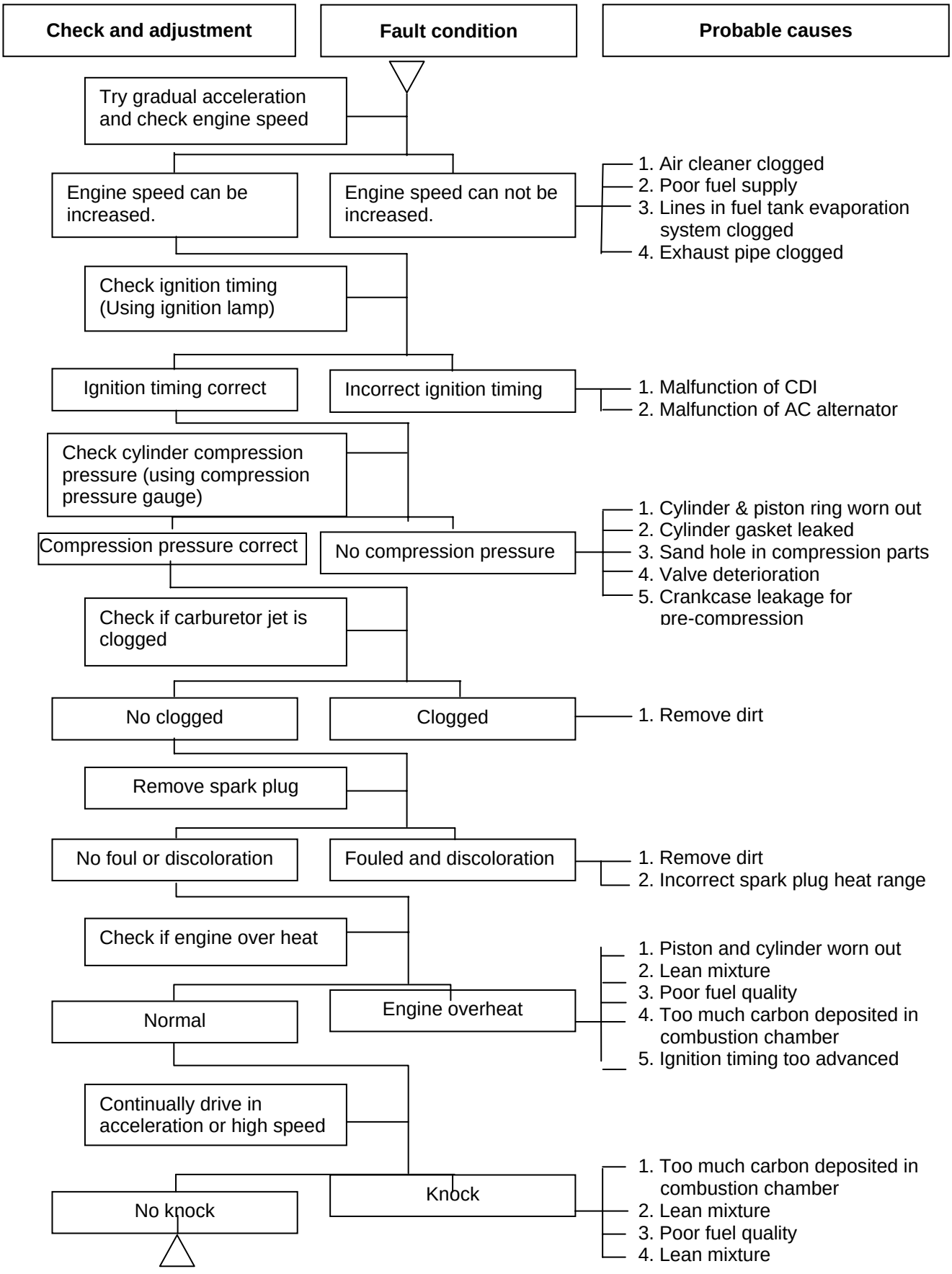
TYPE	TIGHTEN TORQUE	TYPE	TIGHTEN TORQUE
5mm bolt、nut	0.45~0.60kgf-m	3mm screw	0.05~0.08kgf-m
6mm bolt、nut	0.80~1.20kgf-m	4mm screw	0.10~0.15kgf-m
8mm bolt、nut	1.80~2.50kgf-m	5mm screw	0.35~0.50kgf-m
10mm bolt、nut	3.00~4.00kgf-m	6mm screw、SH nut	0.70~1.10kgf-m
12mm bolt、nut	5.00~6.00kgf-m	6mm bolt、nut	1.00~1.40kgf-m
		8mm bolt、nut	2.40~3.00kgf-m
		10mm bolt、nut	3.50~4.50kgf-m

TROUBLES DIAGNOSIS

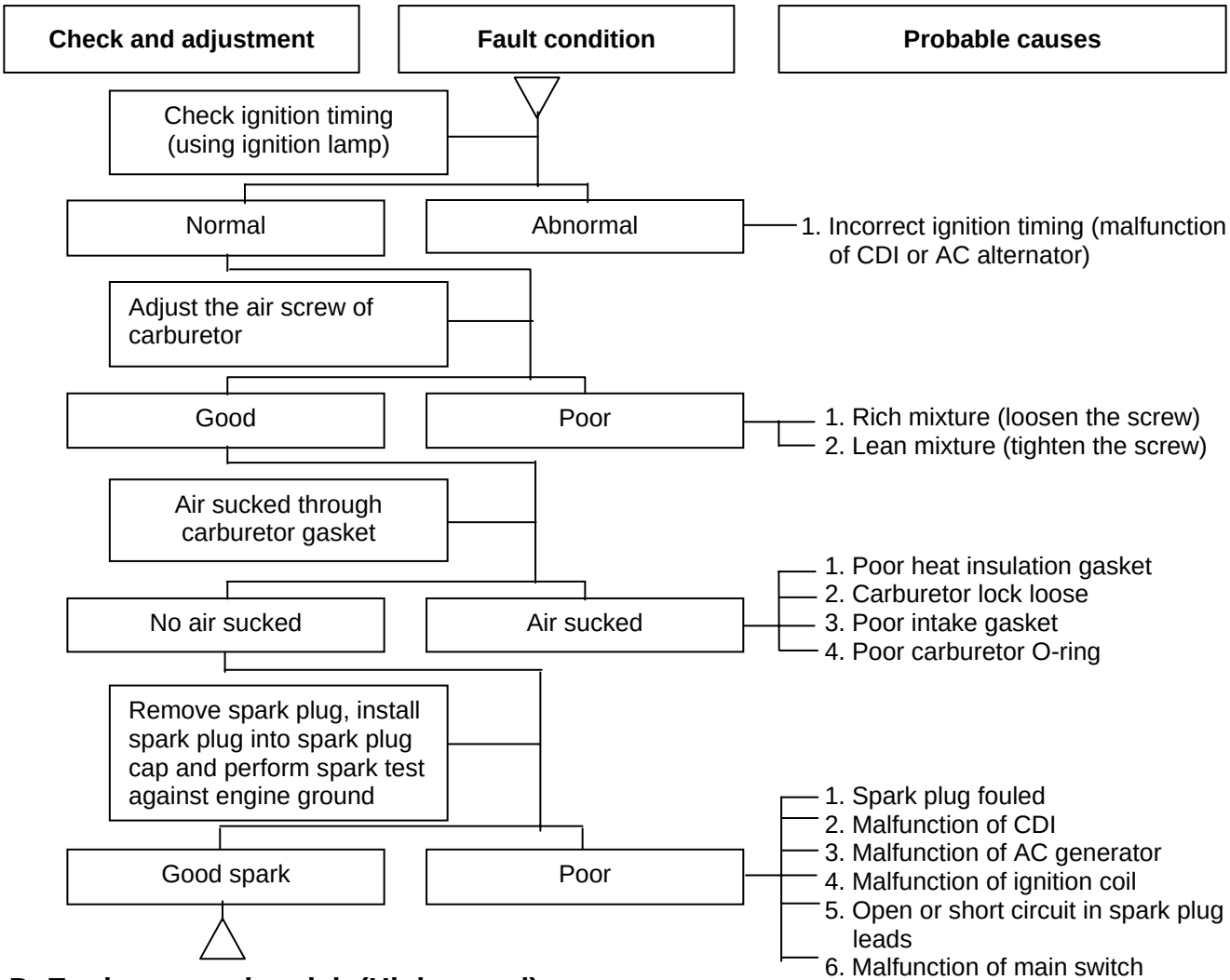
A. Engine hard to start or can not be started



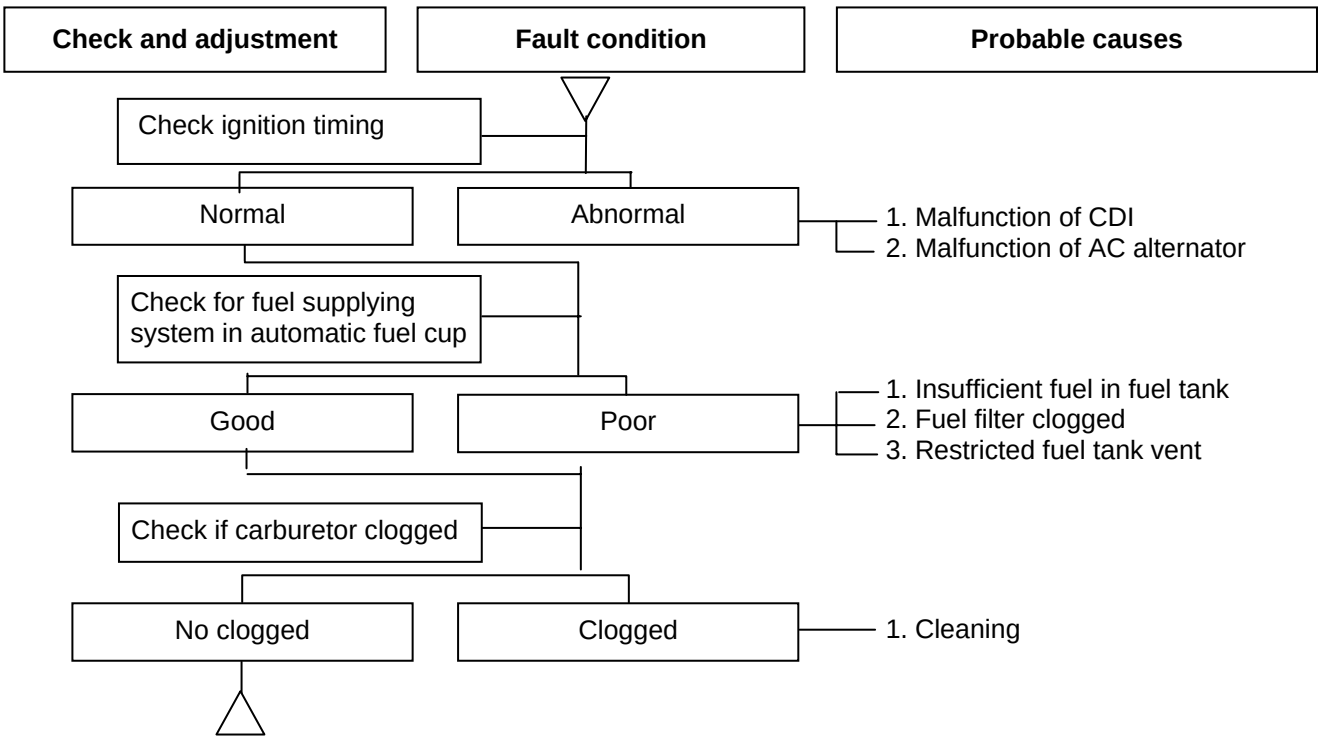
B. Engine run sluggish (Speed does not pick up, lack of power)



C. Engine runs sluggish (especially in low speed and idling)



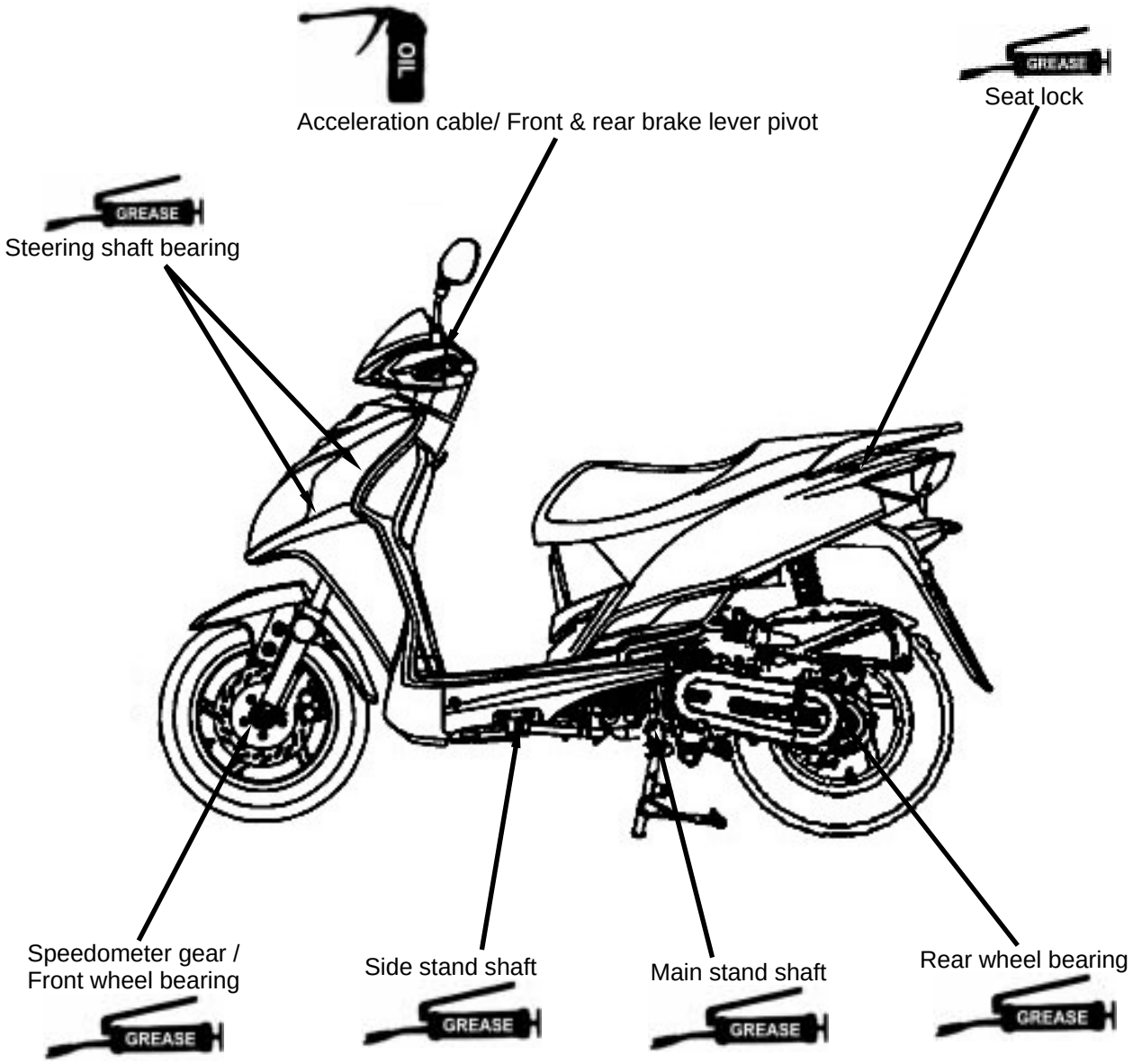
D. Engine runs sluggish (High speed)



E. CLUTCH, DRIVING AND DRIVING PULLEY

FAULT CONDITIONS	PROBABLE CAUSES
Engine can be started but motorcycle can not be moved.	1. Driving belt worn out or deformation 2. Driving disk damaged 3. Driving pulley spring broken 4. Clutch ling broken 5. Driving slide-shaft gear groove broken 6. Transmission gear damaged 7. Transmission gear worn out or burned
Engine running and misfire as motorcycle initial forward moving or jumping suddenly (rear wheel rotating as engine in running)	1. Clutch ling spring broken 2. Clutch outer stick with clutch balance weights 3. Connection parts in clutch and shaft worn out or burned
Poor initial driving (Poor climbing performance)	1. Driving belt worn out or deformation 2. Balance weight roller worn out 3. Driving sliding gear shaft worn out 4. Driving disk spring deformation 5. Driving sliding gear shaft worn out 6. Greased in driving belt and sliding gear.

LUBRICATION POINTS



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General Information

Specification

Item		Jet 4 R 50 series
Tire dimension		Front:120/60–13, Rear: 130/70-12
Tire pressure at cold	Only rider	Front: 2.0 kg/cm^2, Rear: 2.0 kg/cm^2
Rear brake lever free play		10~20 mm
Transmission oil / Recommendation		Type: HYPOID GEAR OIL Oil: SAE #140 Quantity: 0.12 L, Replacement: 0.11L
Spark plug / Recommendation		Type:BR8HSA / Plug gap: 0.6-0.7mm
Driving belt width		Standard 18.0mm
Ignition timing F mark		13°, BTDC/1700 rpm
Acceleration operation		2~6 mm
Idle speed		1900±100 rpm
Cylinder compression pressure		7±1 kgf/cm²

Periodical Maintenance Schedule

Check item / Maintenance kilometer		300KM	Every 1000KM	Every 3000KM	Every 6000KM	Every 12000KM	Reference
Check item / Maintenance interval		New	1 month	3 month	6 month	1 year	
☆	1. Air cleaner	**I**		**C**		**R**	
☆	2. Fuel filter				**C**		
☆	3. Engine oil filter cleaning	**C**			**C**		
☆	4. Oil pump linkage operation check	**I**		**I**			
	5. Tire pressure	**I**	**I**				
	6. Battery inspection	**I**	**I**				
	7. Brake & free play check	**I**	**I**				
	8. Steering handle check	**I**			**I**		
	9. Cushion operation check	**I**			**I**		
	10. Every screw tightening check	**I**	**I**				
	11. Gear oil check for leaking	**I**	**I**				
☆	12. Spark plug check or change	**I**		**R**			
☆	13. Gear oil change	**R**	**Replacement for every 5000km**				
	14. Frame lubrication				**L**		
	15. Exhaust pipe	**I**	**I**				
☆	16. Carburetor	**I**	**I**				
	17. Driving belt check					**I**	
☆	18. Ignition timing	**I**	**I**				
☆	19. Emission check in Idling	**I**	**I**				
☆	20. Idle speed check	**I**	**I**				
	21. Fuel lines	**I**		**I**			
☆	22. Throttle operation	**I**		**I**			
☆	23. Engine bolt tightening	**I**		**I**			
☆	24. Engine screw torque					**I**	
☆	25. Carbon cleaning for cylinder head, cylinder, and piston head, and exhaust system.			**I**			

Have your scooter checked, adjusted periodically by your SYM Authorized Dealer to maintain the scooter at the optimum condition.

Code: I ~ Inspection, cleaning, and adjustment R ~ Replacement
C ~ Cleaning (replaced if necessary) L ~ Lubrication

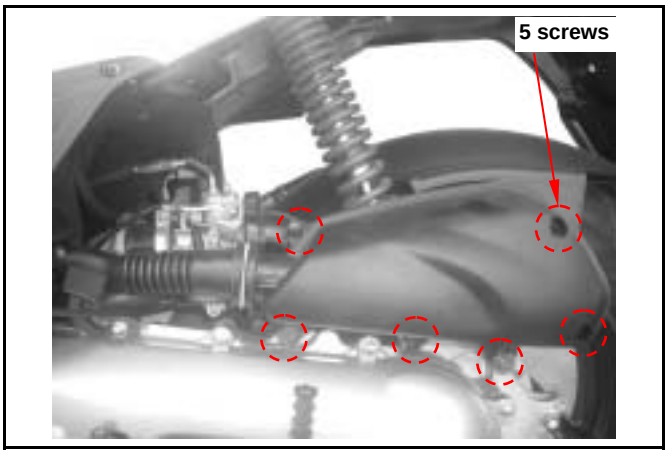
The above maintenance schedule is established by taking the monthly 1000 kilometers as a reference which ever comes first.

Remarks:

1. Clean or replace the air cleaner element more often for pro-long engine life-span when the scooter is operated on dusty roads or in the Heavily- polluted environment.
2. Maintenance should be performed more often if the scooter is frequently operated in high speed and after the scooter has accumulated a higher mileage.

Air Cleaner

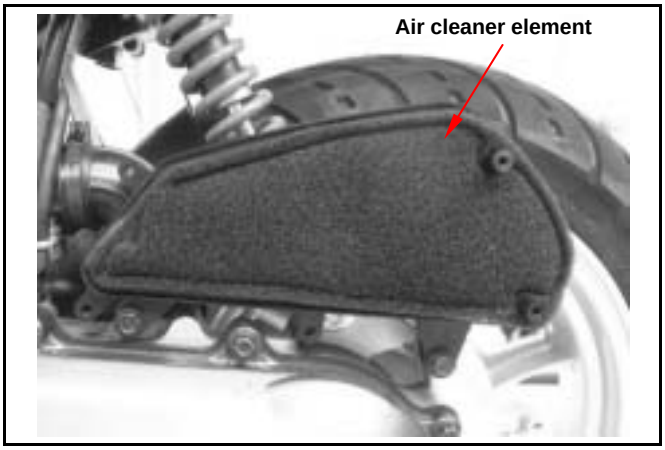
- Remove the mounting screws from the air cleaner cover
- Remove the air cleaner cover



Remove the air cleaner element
Clean the element with non-flammable or high-flash point solvent and then squeeze it for dry.

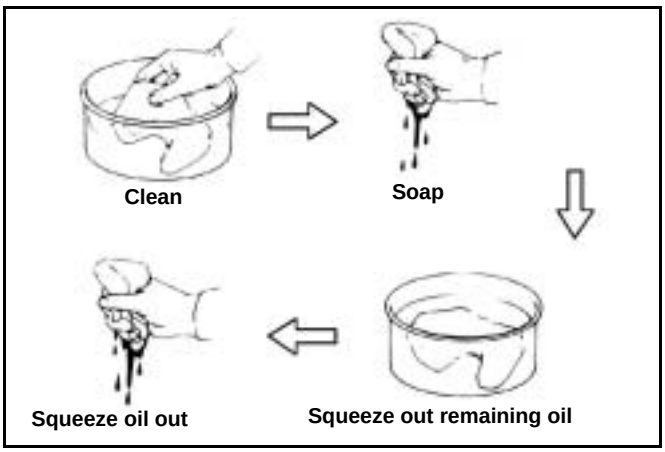
Caution

Never use gasoline or acid organized solvent to clean the element.



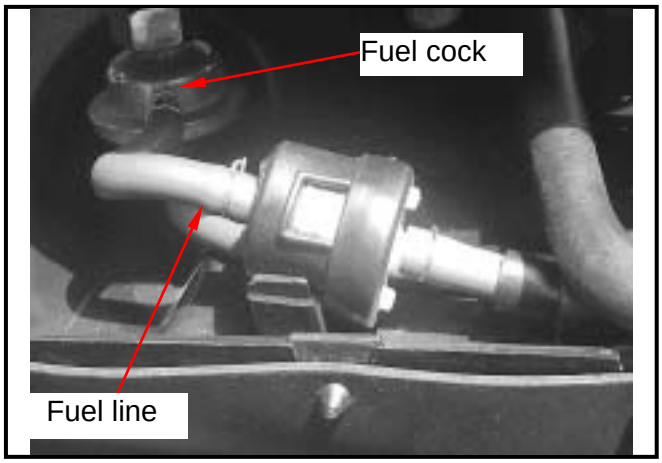
Soap the element into cleaning engine oil and then squeeze it out. Install the element onto the element seat and then install the air cleaner cover.

- Limit to use SAE 20 JASO FC class engine oil; otherwise, SYM is no responsible for the warranty.
- Recommended engine oil: MAX-2 serial oils.



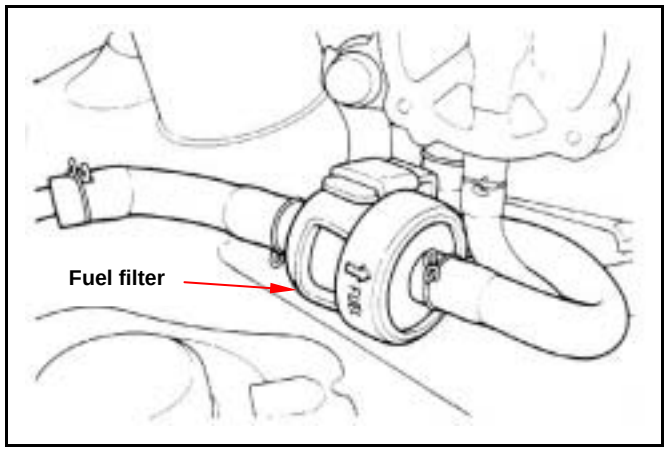
Fuel Lines

Remove the luggage box.
Check fuel lines and replace damaged lines if found.
Install the luggage box.



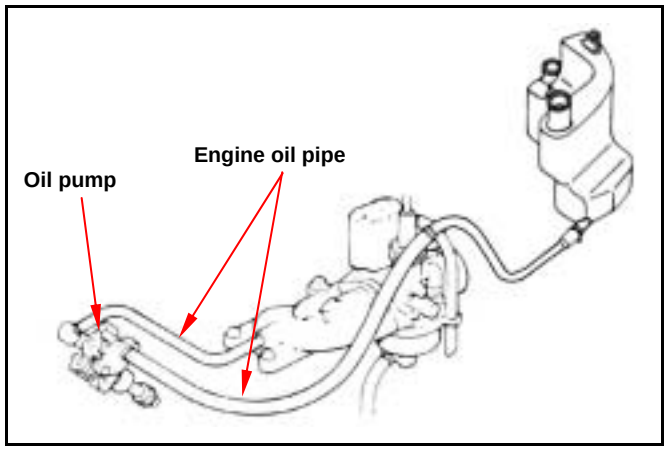
Fuel Filter

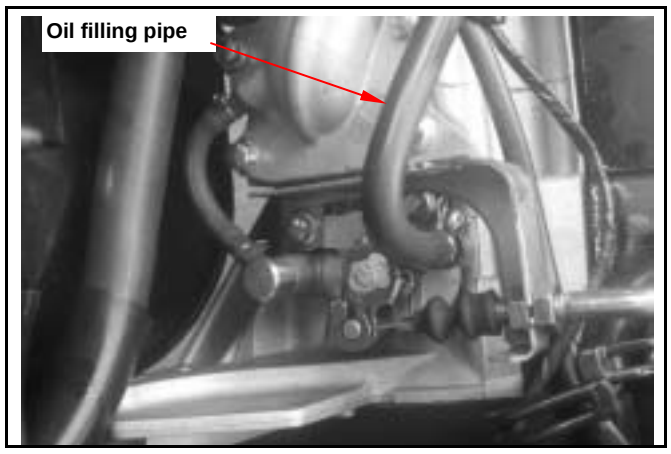
Remove the luggage box.
Remove the fuel line from the fuel filter.
Replace the fuel filter with new one.
Install the fuel filter. The arrow indicates the fuel flowing direction.
Check the fuel line for leaking.

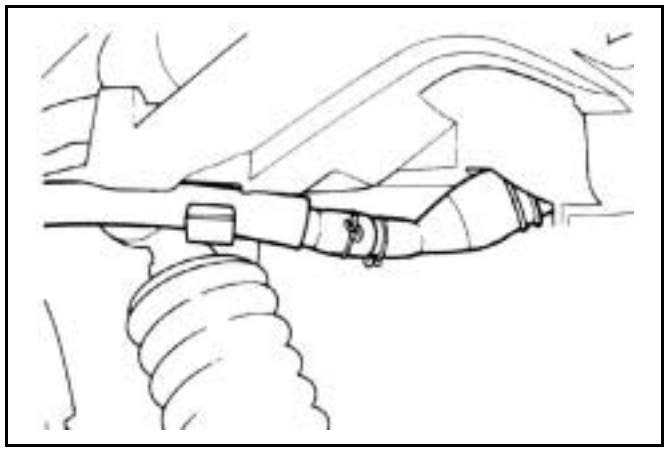


Engine Oil Line

Remove the body cover.
Check the engine oil line and replace damaged parts.
Remove the filling pipe from the oil pump, and drain oil into a cleaning container.
Loosen the clamp under the engine oil tank, and then remove the oil pipe.
Bleed the air inside the oil pump and oil pipe if air found.
Install the body cover.





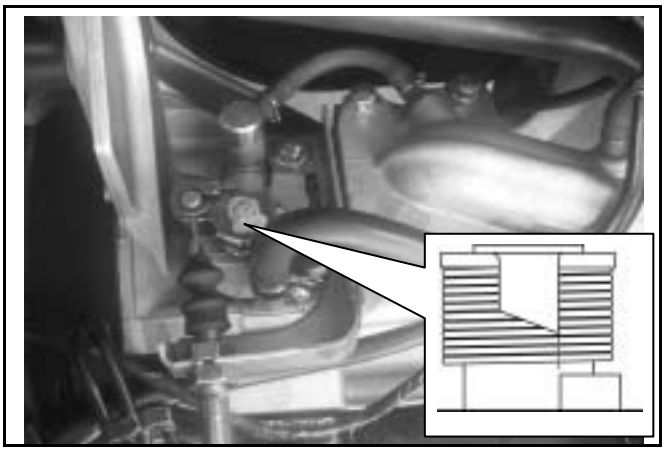


Oil Pump Control Cable

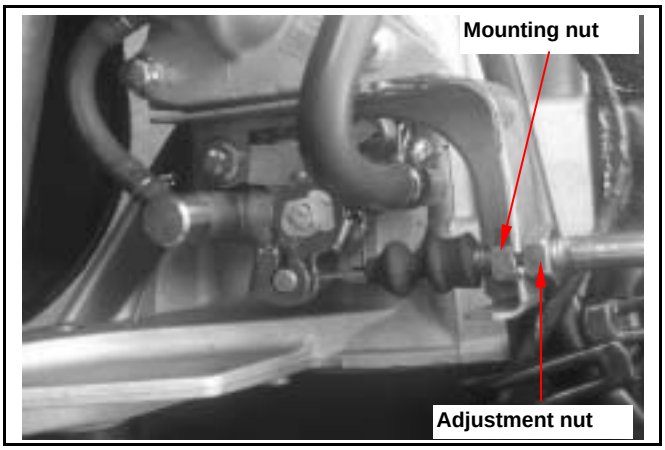
⚠ Caution

To adjust the oil pump control cable after adjusted the throttle grip play.

Remove the luggage box.
Wide open the throttle valve, and check if the calibration point aligns on the oil pump lever with the mark of pump body.

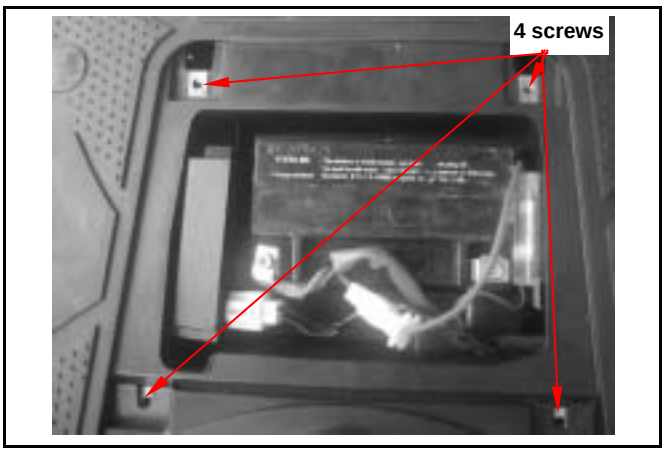


Loosen the adjustment nut of the oil pump control cable.
Turn the adjustment nut and align with the point, then tighten the mounting nut.



Battery

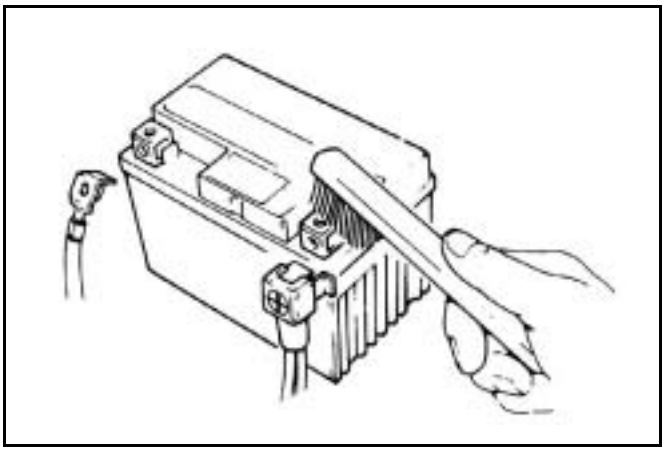
Loosen four screws of battery cover and then remove the cover.
Check if the battery terminals are loosened.
Remove the battery if its terminals are corroded obviously.



Battery Removal

1. Remove the Negative (-) battery cable at first.
2. Then, remove the Positive (+) battery cable.
3. Remove the battery.

Clean the rust with steel brush.
Install the battery in reverse order of removal, and apply with grease onto two terminals.



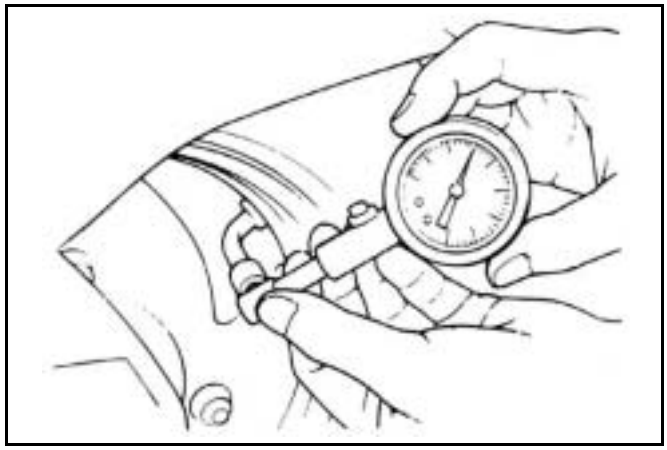
⚠ Caution

The electrolyte is contained sulfuric acid so be careful not to let it touch to eyes, skin, or clothes. If touched by accident, flush them with clean water immediately. However, if the electrolyte sprays to eyes, medical care should be done quickly.

Tire

Caution

Tire pressure should be checked when cold.

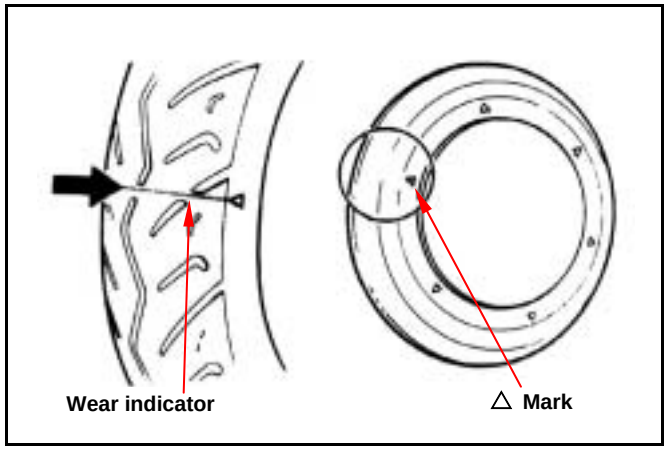


Check tire for cracks, damage, nail, or other object stuck in tread.
Recommended tire and tire pressure

Tire size	Front: 120 / 60 - 13	Rear: 130 / 70 - 12
Tire pressure (cold) kg/cm^2	2.0	2.0 for one person,2.25 for two persons

Check if the tire tread and wall rubber for crack or damage, and replace if necessary.
Check if foreign materials such as nail, metal pieces, and stones stuck on tire.
The thread depth can be checked by visual inspection or by a depth gauge.

- If the tread bend too much, replace the tire.
- If tire wear exceeds limitation, replace the tire, and check it for un-even wear.

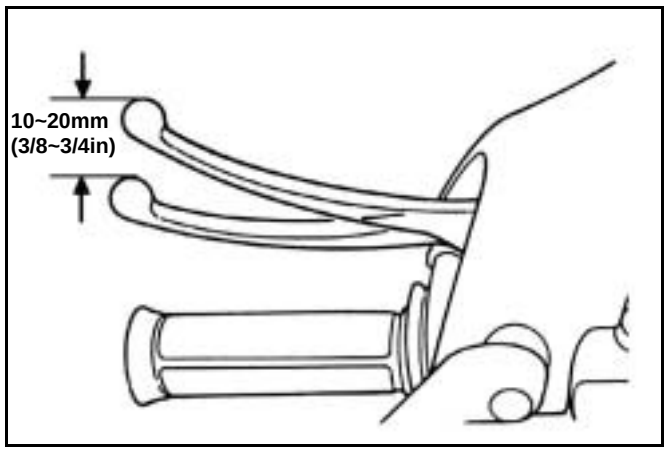


Caution

Wear indicator "△" is distributed on average along the wall rubber for check.

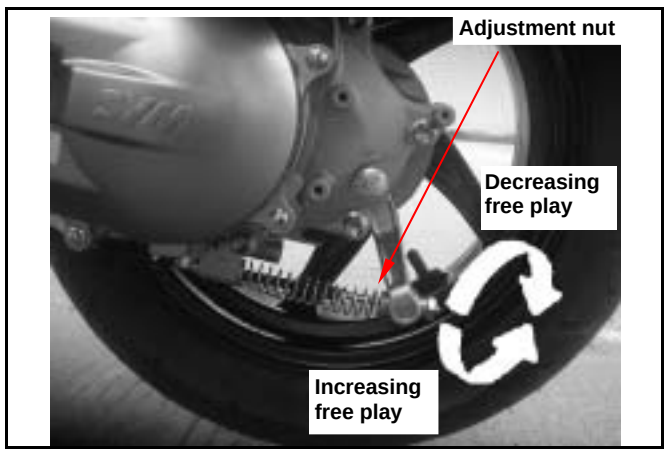
Rear Drum Brake Free Play

Measure the free play of the rear brake lever at the end of the lever.
Free play: 10-20 mm (3/8-3/4 in)



Adjust the free play by turning the front brake adjustment nut if necessary.

Brake Confirmation



Caution

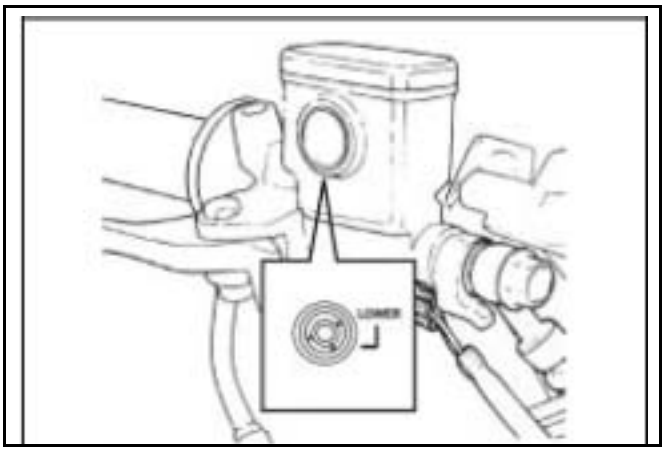
After brake adjustment, it has to check the brake operation to make sure the front and rear wheel can be braked.

Disc Brake System Hose: (Front Disc Brake Type)

Make sure that the brake hose is corrosion or damage,and also check the system for leaking.

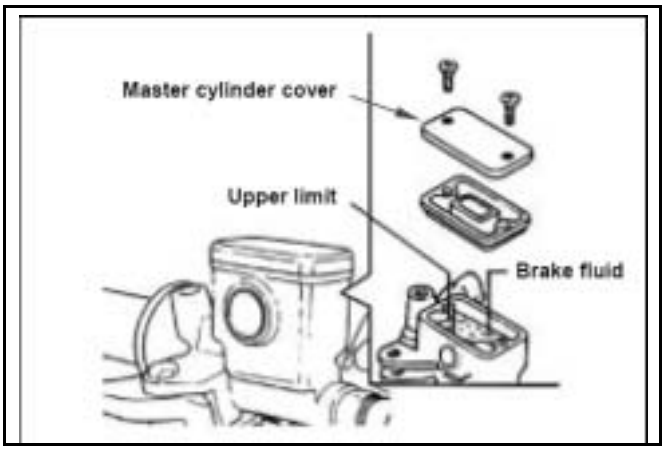
Brake Fluid:

Check brake fluid level in the brake fluid reservoir. If the level is lower than the LOWER limit, add brake fluid DOT-3 to UPPER limit. Also check brake system for leaking if low brake level found.



⚠ Caution

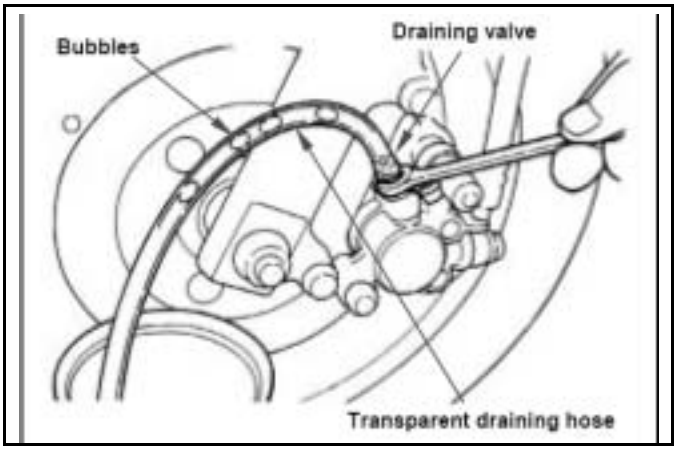
- In order to maintain brake fluid in the reservoir in horizontal positon, do not remove the cap until handle bar stop.
- Do not operate the brake lever after the cap had been removed. Otherwise, the brake fluid will spread out if operated the lever.
- Do not mix non-compatible brake fluid together.



Filling Out Brake Fluid

Tighten the drain valve, and add brake fluid.Place the diaphragm in.

Operate the brake lever so that brake fluid contents inside the brake system hoses.



Air Bleed Operation

Connect a transparent hose to draining valve. Hold the brake lever and open air bleeding valve. Perform this operation alternative until there is no air inside the brake system hoses.

⚠ Caution

Before closing the air bleeding valve,do not release the brake lever.

Added Brake Fluid

Add brake fluid to UPPER limit lever.

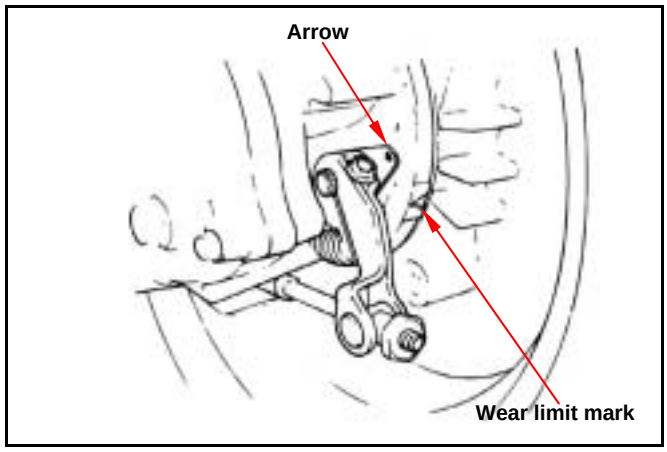
Recommended brake fluid:DOT3 or DOT 4 WELL RUN brake fluid.

⚠ Caution

Never mix or use dirty brake fluid to prevent from damaging brake system or reducing brake performance

Brake Lining Wear: (Rear Drum Brake Type)

Replace the brake lining if the wear limit mark "△" on the brake arm aligning with the indicator of brake drum.
Brake lining replacements refer to chapter 12.



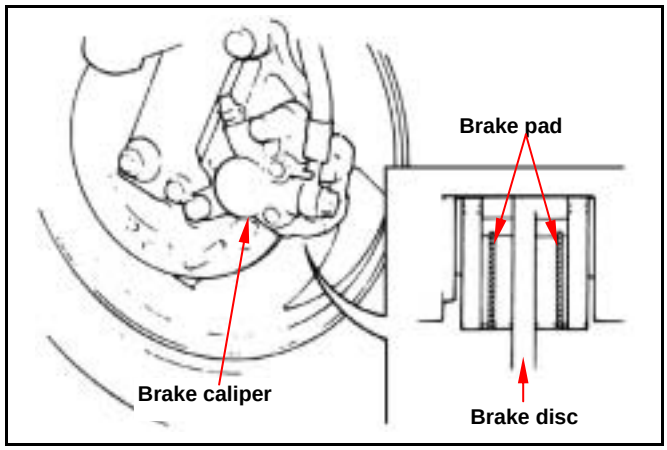
Brake pad Wear: (Disc Brake Type)

The arrow mark on brake pad is the wear limitation.
Replace the brake pad if the wear limit mark closed to the edge of brake disc.

⚠ Caution

In order to maintain brake power balance, the brake lining must be replaced with one set.

Brake pad replacements refer to chapter 12.



Steering System

⚠ Caution

The control cables cannot interfere with the rotation of steering handle.

Lift the front wheel out of ground, and check if the steering handle turning is smoothly.
If handle turning is uneven and bending, stuck, or the handle can be operated in vertical direction, then adjust the handle top bearing by adjusting the steering nut.



Suspension

⚠ Warning

Do not ride the scooter with poor suspension. Looseness, wear or damage suspension system will make poor stability and drive-ability.

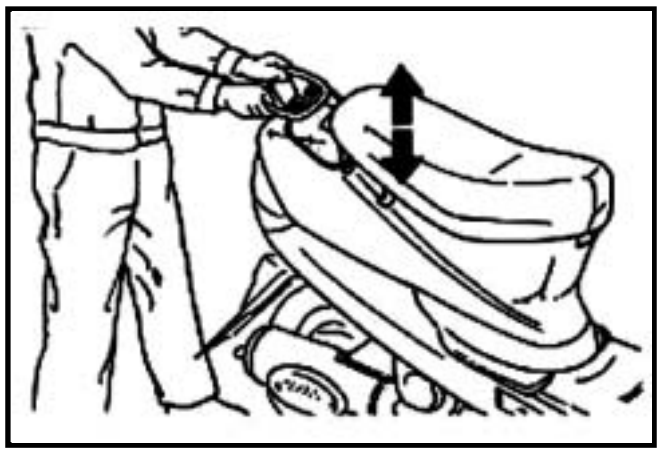
Front Shock Absorber

Press down the front shock absorber for several times to check it operation.
Check if the shock absorber assembly is damage. Replace it if damage found and can not be repaired.
Tighten all nuts and bolts.



Rear Shock Absorber

Park the scooter with its main stand.
Shake the rear wheel side to side to check engine suspension bushing for wear.
Replace the bushing if looseness found. Check the shock absorber for damage.
Tighten all nuts and bolts.



Nuts, Bolts Tightness

Check if all bolts and nuts on the frame are tightened to specified torque in accord with the interval of Periodical Maintenance Schedule.
Check all split pins, snap rings, hose clamps, and wire holders for security.

Transmission Oil

Leak

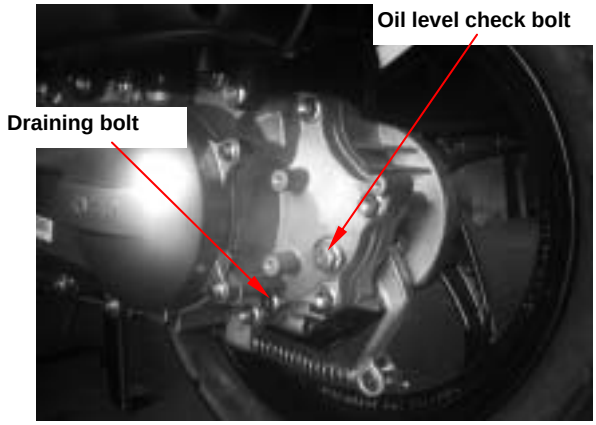
Check if the transmission is leak.

Check

Caution

Park the scooter on flat ground with its main stand.

Remove the oil level check bolt, and check if the oil level is placed on the hole of check bolt.

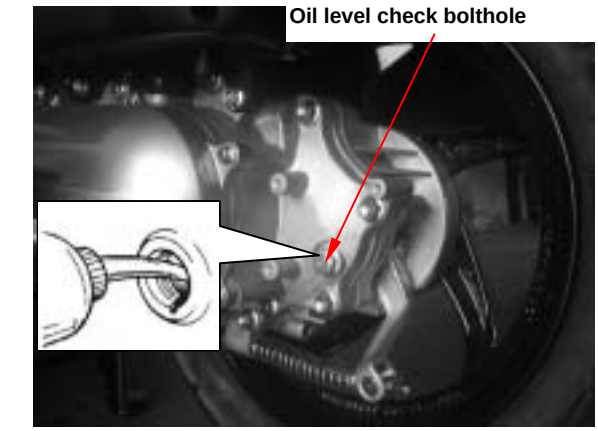


Replacement

Remove the oil level check bolt.
Remove the oil draining bolt, and then drain oil out.
Install the oil draining bolt.
Tighten torque: 1.0 1.5kgf-m

Caution

Check if oil seal and washer is in good condition.

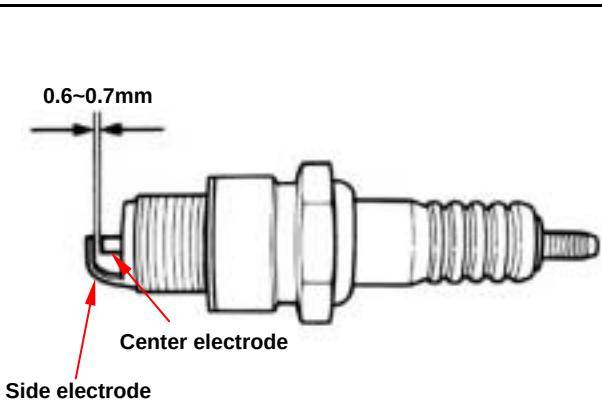


Replacement Quantity: 110cc (100cc for change)
Recommended oil: King Bramax HYPOID GEAR OIL #140

Spark Plug

Recommended plug: BR8HSA

- Remove the luggage box.
- Remove the spark plug cap.
- Clean any dirt on the spark plug seat.
- Remove the spark plug.
- Visually inspect the spark plug electrodes for wear.
- The center electrode should have square edges and side electrode should have a constant thickness. Replace the spark plug if there is apparent wear or if the insulator is cracked and/or chipped. If the spark plug deposits can be removed by sandpaper, the spark plug can be reused.
- Measure the spark plug gap with feeler gauge.
  Spark plug gap: 0.6-0.7mm (0.024-0.028in)
- Adjust the gap by careful bending the side electrode.
- Install the spark plug by screwing it with hands after installed the spark plug washer so that can prevent the plug from out of thread. Then, tighten the spark plug with a spark plug wrench.
- Install the spark plug cap.

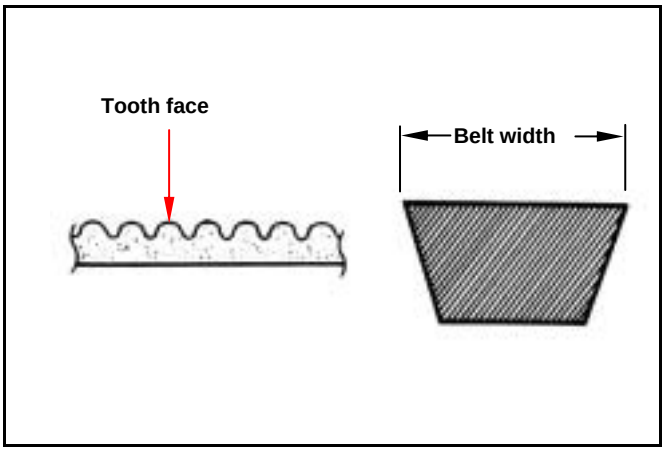


Control Cable Lubrication

Remove the throttle control and the brake cables periodically, and lubricate the moving parts of the cables thoroughly.

Driver Belt

- Remove left crankcase cover.
- Check if the belt is crack or worn out. Replace the belt if necessary.
- Measure the driving belt width

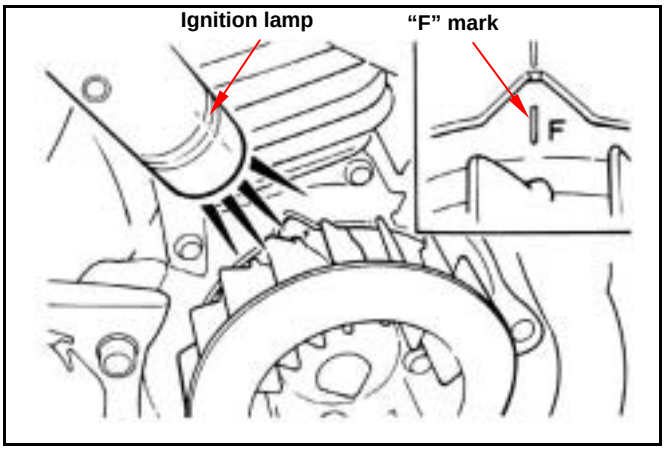


Ignition Timing

Caution

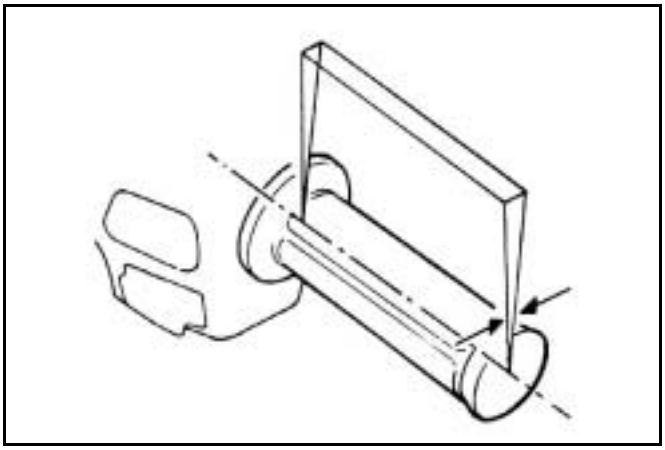
- C.D.I ignition timing cannot be adjusted. If the ignition timing is incorrect, check the C.D.I. device and the alternator and replace damaged components.
- Check ignition timing with standard instrument.

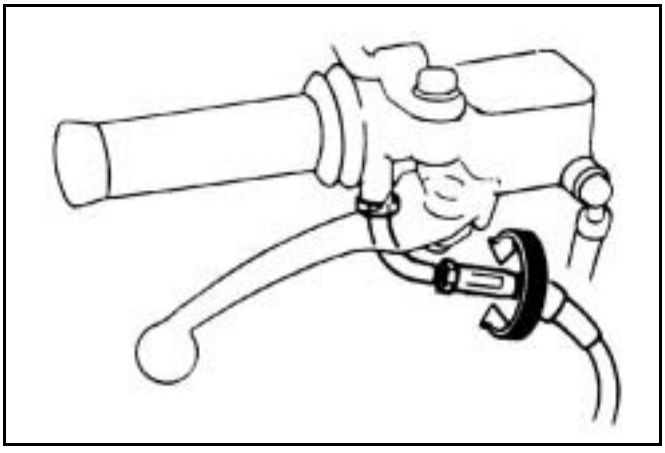
Remove the right-side cooling fan cover.
Check ignition timing with the timing light.
When engine speed setting to 1800 rpm, and if the mark aligns with “F” mark, then it means that the ignition timing is correct.



Throttle Valve Operation

Check if each steering positions are operated in smooth, and handle bar if its operation is smooth as the throttle valve wide opening or fully closed.
Check throttle cable and replace it if deteriorated, twisted or damaged.
Lubricate the cable if operation is not smooth
Measure throttle valve handle free play.
Free play：2~6 mm (1/8~1/4 in)
Loosen the mounting nut, and turn the free play adjustment nut of the throttle valve handle for adjustment.
Replace the cable if it can not be adjusted.

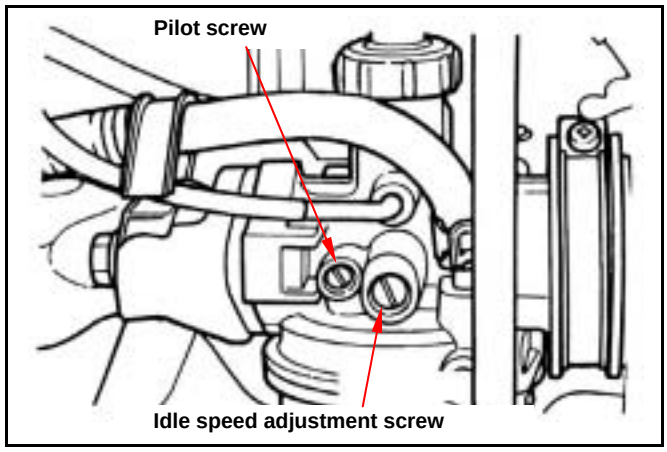




Carburetor Idle Speed Adjustment

⚠ Caution

- Inspection & adjustment for idle speed have to be performed after all parts in engine had been adjusted in specification.
- Idle speed check and adjustment have to be done after engine is being warned up. It around operates engine from stop to running for 10 minutes.



Remove the body cover.
Park the scooter with main stand after warned up engine. According to the required idling and air screw to adjust to specified idle speed.
Idle speed: 1900±100 rpm

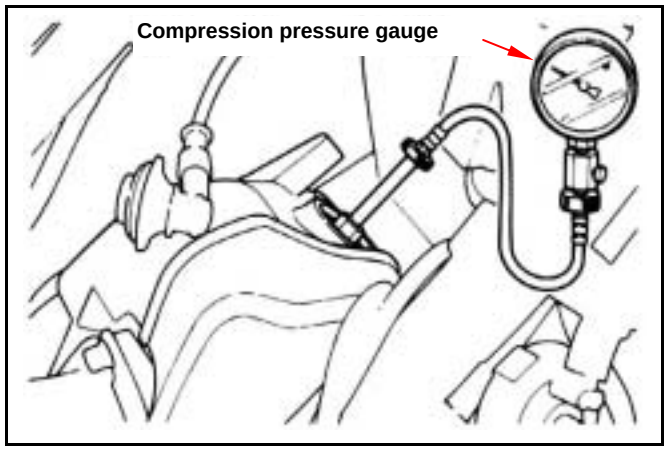
Cylinder Compression Pressure Test

Remove the left body cover, and warn up engine. Stop the engine and remove the spark plug. Insert the compression gauge and wide open the throttle, and then rotate the engine by means of the starting motor.
Compression pressure: 7±1 kg/cm^2
Probable causes for low compression pressure.

- Damaged cylinder head gasket.
- Worn piston ring
- Worn cylinder

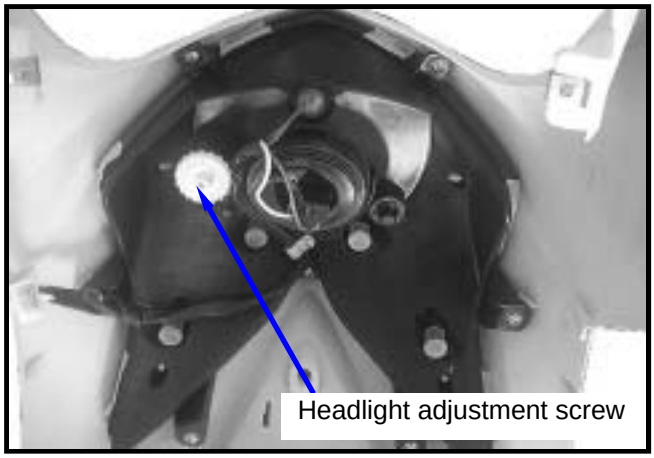
Probable causes for high compression pressure.

- Carbon on the combustion chamber or cylinder head



HEADLIGHT ADJUSTMENT

Remove the front cover.
Turn on the main switch.
Turn the headlight adjustment screw. And adjust the headlight beam height.
Then, tighten the adjustment screw after the beam height in proper position.



Caution

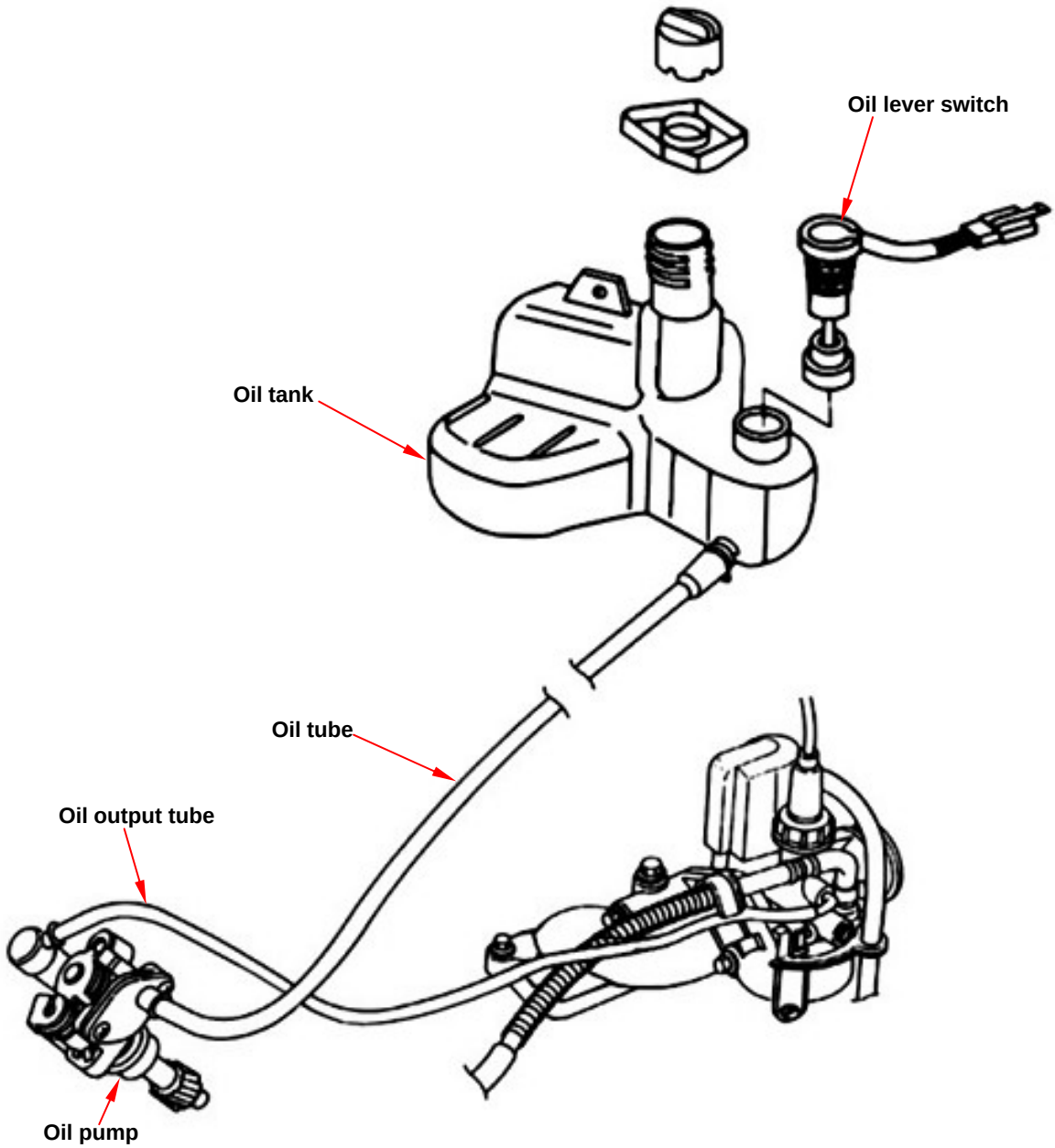
- To adjust the headlight beam follows related regulations.
- Improper headlight beam adjustment will make in coming driver dazzled or insufficient lighting.

NUTS, BOLTS TIGHTENESS

Perform periodical maintenance in accord with the Periodical Maintenance Schedule.
Check if all bolts and nuts on the frame are tightened securely.
Check all fixing pins, snap rings, hose (pipe) clamps, and wire holders for security.

Lubrication System Diagram ····· 3-1	Oil Pump Removal ····· 3-3
Precautions In Operation ····· 3-2	Oil Pump Installation ····· 3-3
Lubricant ····· 3-2	Oil Pump/Oil Tube Air Bleeding ····· 3-4
Trouble Shooting ····· 3-2	Oil Tank ····· 3-5

Lubrication System Diagram



Precautions in Operation

Be careful not let dirt enters into engine or oil hoses when removing or installing the oil pump.
If air is found in the oil tube (from oil tank to oil pump) or oil tube is removed, the oil pump should be conducted air-bleeding operation.
It should bleed the oil output tube (from oil pump to carburetor) as hose removed.
The adjustments of oil pump control cable.

Lubricant

Appointed to apply SAE 20 JASO FC class oil . Otherwise, warranty shall not cover the damage.
Recommended oil : MAX-2 oil.
Oil tank capacity: 1.2lit.

Trouble Shooting

Too much smoke, carbon in spark plug

1. Improperly oil pumps adjustment (too much oil).
2. Poor quality oil.
3. Applying with poor quality oil.

Over heat

1. Improperly oil pumps adjustment (insufficient oil).
2. Poor quality oil.
3. Applying with poor quality oil.

Piston seized

1. No oil in oil tank or clogged hose.
2. Improperly oil pumps adjustment (insufficient oil).
3. Air in oil hose.
4. Malfunction of oil pump.

Oil did not flow out the oil tank

1. Clogged breath hole on the oil tank cover.

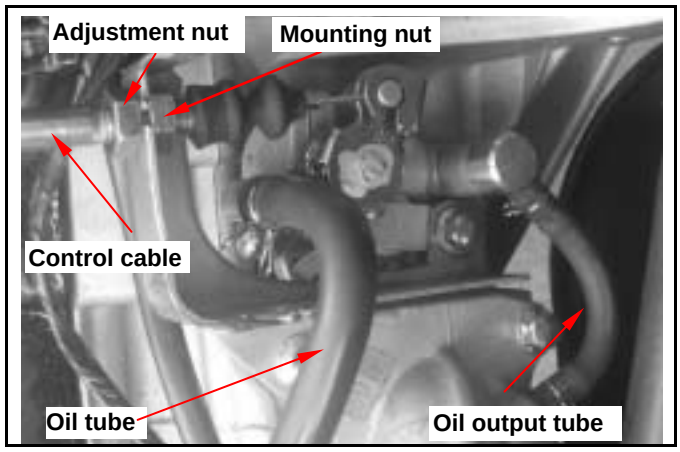
Oil Pump Removal

⚠ Caution

Before removing the oil pump, clean the oil pump and crankcase.

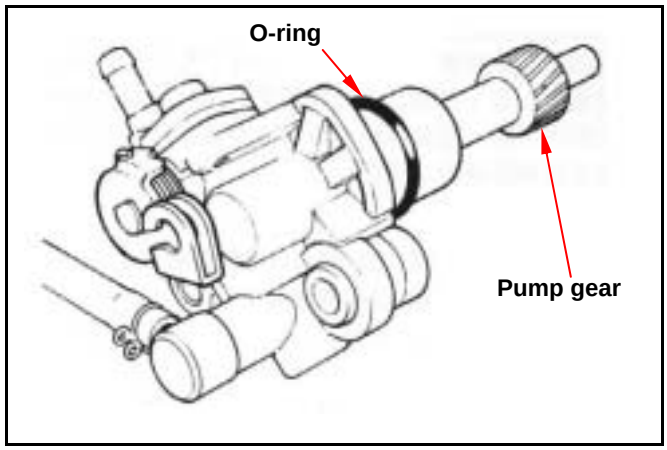
Remove the luggage box and seat.
Loosen the mounting nut of the oil pump control cable, and remove the control cable.
Remove the oil tube, and clip its end side to prevent oil from flowing out.

Remove the oil output tube form intake manifold.
Remove the oil pump mounting bolt, and then take out the oil pump.



Inspection

Inspect the following items on the removed oil pump.
Check if O-ring is damaged or softening.
Check if crankcase interface is damaged.
Check if pump body is damaged.
Check if pump gear is damaged.
Check for oil leaking.



⚠ Caution

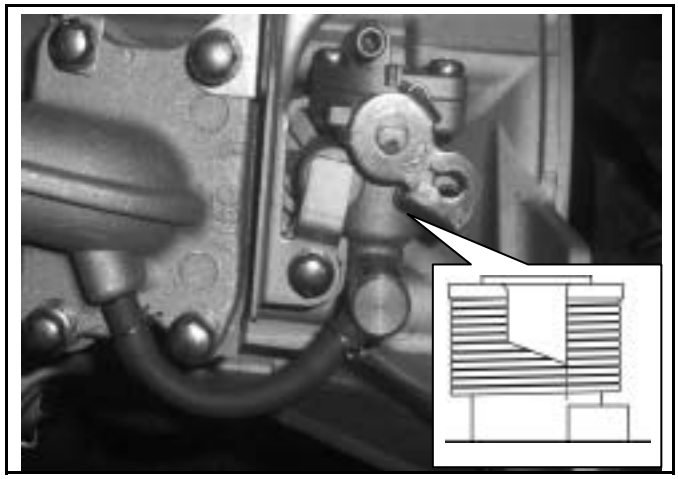
The oil pump cannot be disassembled.

Oil Pump Installation

Install the oil pump onto the crankcase.

⚠ Caution

Apply with some grease onto oil pump O-ring.
The connection between both oil pump and crankcase has to be installed in position security.



Tighten the oil pump mounting bolt security.
Install the oil tube.
Install in the reverse order of removal.

⚠ Caution

Inspection and adjustment following items as installed.
The adjustment operation of control cable.
Air bleeding operation of oil pump.
Air bleeding operation of oil tube.
Check each section for leaking.

Oil Pump/Oil Tube Air Bleeding

Caution

The oil tube system has to be conducted air bleeding operation because air will clog or restraint oil flowing so that causes serious engine damage.

Caution

After disconnect the oil tube, air enters oil tube due to oil leak out without added oil. There is why the oil tube and oil pump have to conduct air bleeding operation.

Oil Tube/Oil Pump

It has to add some oil into the oil tank.
Place a piece of dry cloth around the oil pump.
Disconnect the oil tube.
Fill out oil to oil pump connection section by means of the oil pot so that the oil pump body is full with oil.
Fill out oil to oil tube connection section so that the oil tube is full with oil. Then, install the tube onto oil pump.
Make sure whether air is in the oil tube or not after installation.

Caution

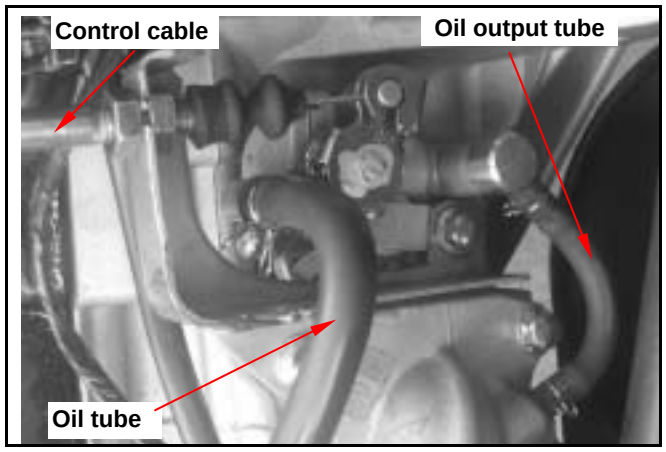
After bleeding the oil tube and oil pump, the oil tube has to be conducted air bleeding operation too.

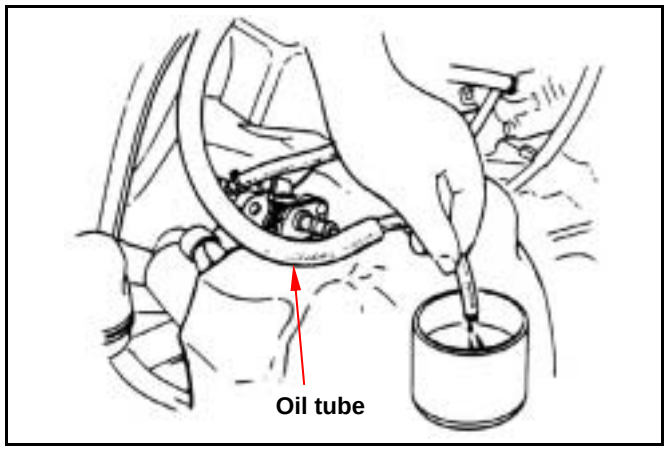
Oil Tube Air Bleeding

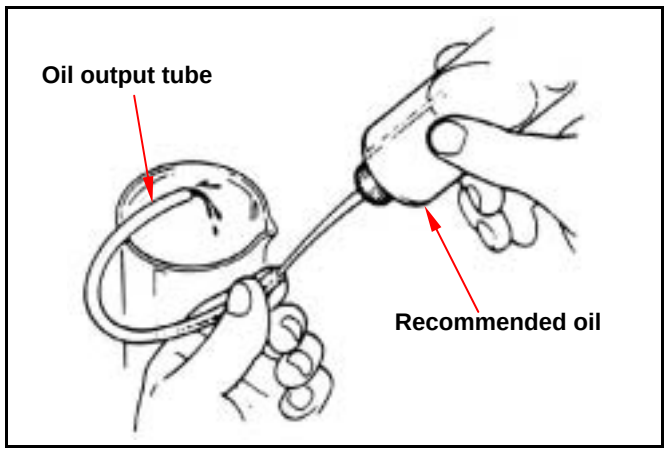
Remove the oil output tube and plug its input connector. Bend the oil tube into “U “shape, and fill out new oil into the output tube.
Connect the oil output tube to the oil pump connection part.
Start engine, and run it in idling as the oil control lever in wide open position. Make sure oil flows out from the oil output tube.

Caution

Motorcycle’s exhaust gas includes with CO, which causes human to coma or death so perform this operation in well-ventilation place. Run the engine in extreme low speed to avoid to damaging the engine caused from clogged oil tube.







Oil Tank

Removal

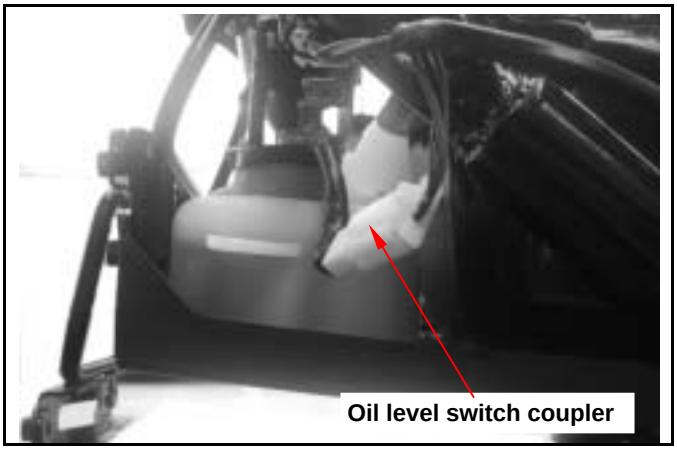
Remove the luggage box and seat.
Remove the right / left side covers, right / left rear side covers, center cover, rear carrier, body covers, rear fender and rear inner fender. (Refer to chapter 11)



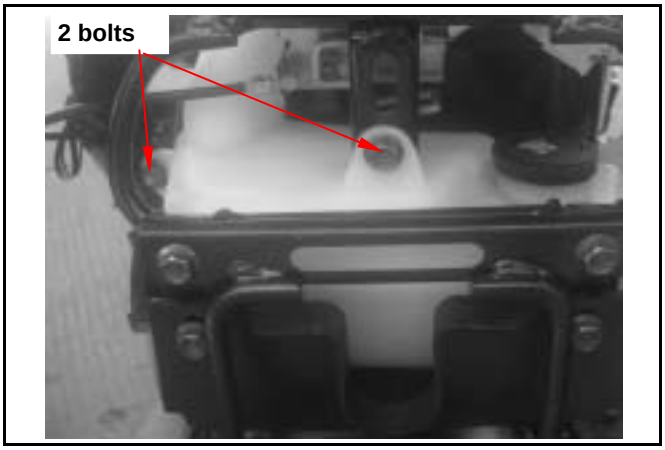
Remove the oil input tube from oil pump, and then drain oil to a clean container.



Remove the oil level switch wire coupler of the oil indicator.



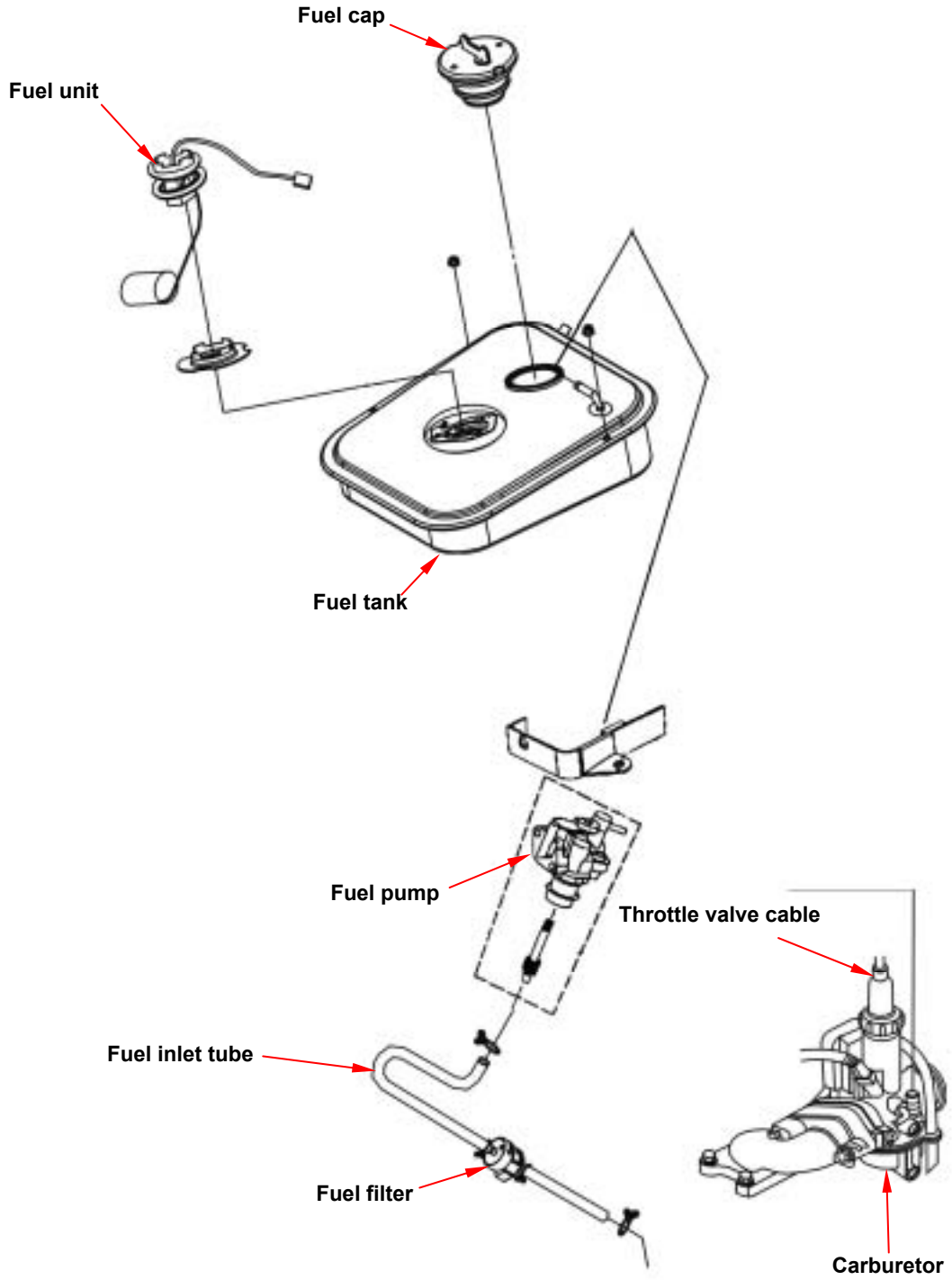
Remove the mounting bolt on the oil tank upper and left side two bolts, and then remove the oil tank.



Installation

Install in the reverse order of removal.
The oil tubes air bleeding after installation.

Maintenance Information ····· 4-2	Float Level Inspection ····· 4-7
Troubleshooting ····· 4-2	Carburetor Installation ····· 4-7
Throttle Valve ····· 4-3	Reed Valve ····· 4-7
Carburetor Remove ····· 4-4	Air Cleaner ····· 4-9
Auto By-Starter ····· 4-4	
Float/Float Valve/Jet ····· 4-6	



Maintenance Information

Precautions in Operations

⚠ Warning

Gasoline is a highly flammable material and may explosive under circumstance. Thus, always work in a well-ventilated place and strictly prohibit flame when working with gasoline.

- Care must be taken when dealing with gasoline, and always work in a well-ventilated place and strictly prohibit flame.
- When disassembling fuel system parts, pay attention to O-ring position, replace with new one as re-assembly
- It has to conduct air bleeding operation as removed the oil tube.
- Idle speed adjustment.

Specification

Item	Jet 4 R 50
Ventura diameter	15 mm
Idle speed	1900±100 rpm
Throttle handle free play	2~6 mm

Troubleshooting

Engine cannot be started

1. No fuel in fuel tank
2. Fuel can not reach to carburetor
3. Too much fuel in cylinder
4. Clogged air cleaner

Stall after started

5. Incorrect idle speed adjustment
6. No spark on the spark plug
7. Low compression pressure
8. Rich mixture
9. Lean mixture
10. Clogged air cleaner
11. Inlet pipe leaking
12. Polluted fuel

Lean Mixture

1. Clogged carburetor jet
2. Clogged hose from carburetor to canister
3. Bend, squeezed or clogged fuel lines
4. Clogged fuel filter
5. Malfunction of float valve
6. Low fuel level in float chamber
7. Clogged vent pipe
8. Malfunction of fuel pump

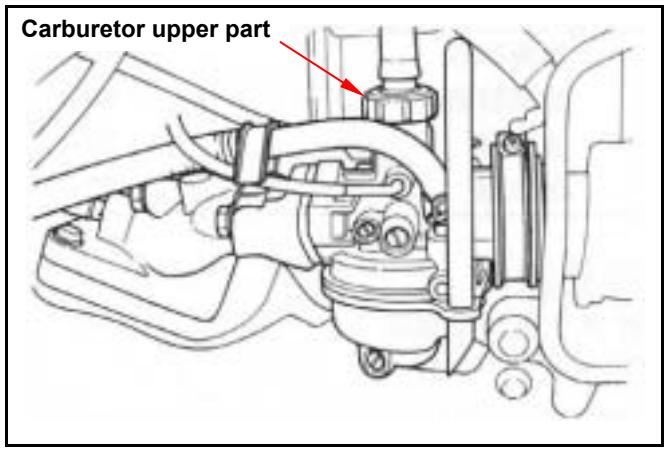
Rich Mixture

13. Malfunction of float valve
14. Low fuel level in float chamber
15. Clogged carburetor air injector

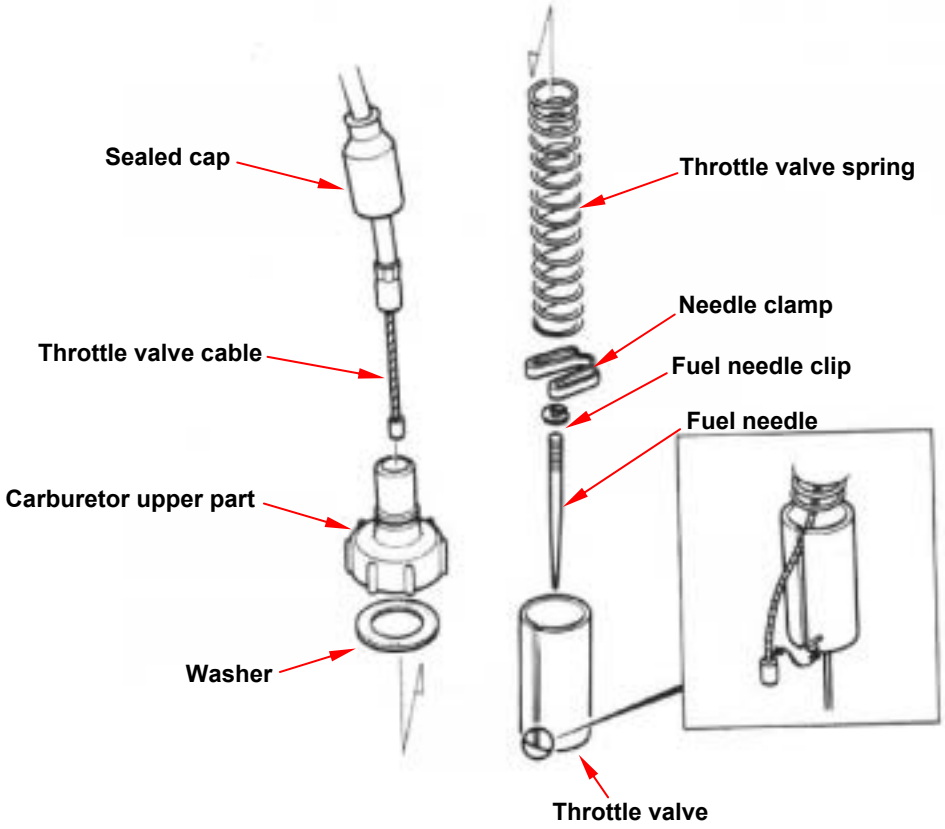
Throttle Valve

Removal

Remove the body cover.
Remove the carburetor upper part, throttle valve spring and sealed cap.
Remove the throttle valve cable from the throttle valve.
Remove needle clamp and fuel needle.



Inspection



Installation

Place the fuel needle onto the throttle valve and clip it with needle clamp.
Install the sealed cap, carburetor upper part, and throttle valve spring.
Connect the throttle valve cable to the throttle valve.
Install the throttle valve into the carburetor body.

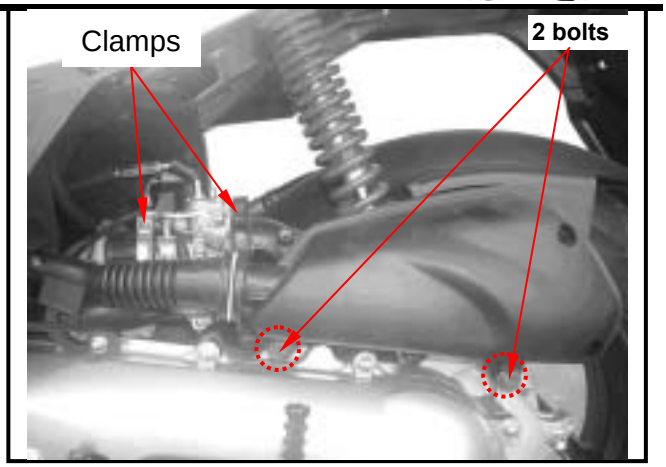
⚠ Caution

Align the groove inside the throttle valve with the throttle stopper screw of the carburetor body.

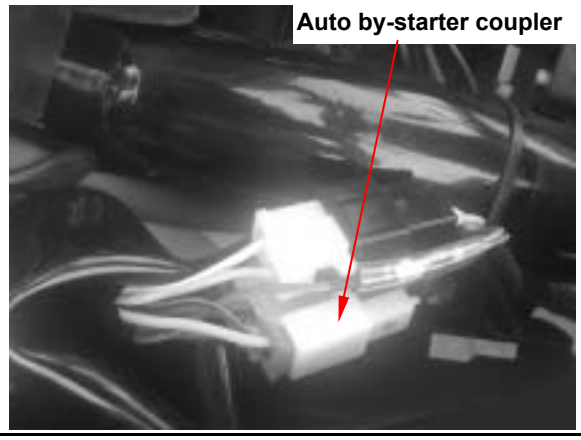
Tighten the carburetor upper part.
Adjust the free play of throttle valve cable.

Carburetor Remove

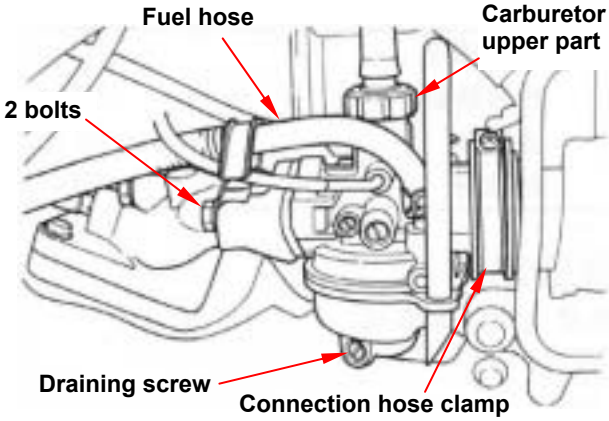
Remove 2 bolts and then remove the air cleaner.
Loosen connection hose clamp.



Disconnect the auto by-starter coupler.



Loosen draining screw and then drain out fuel inside the carburetor.
Loosen carburetor upper part and remove carburetor upper part.
Remove fuel and oil hoses from carburetor.
Remove carburetor mounting bolt and carburetor.



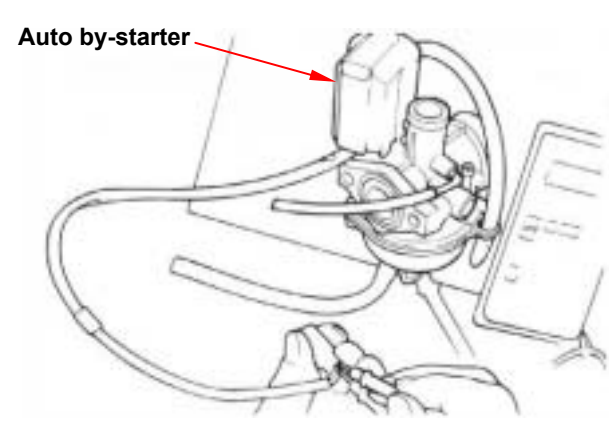
Auto By-Starter

Inspection

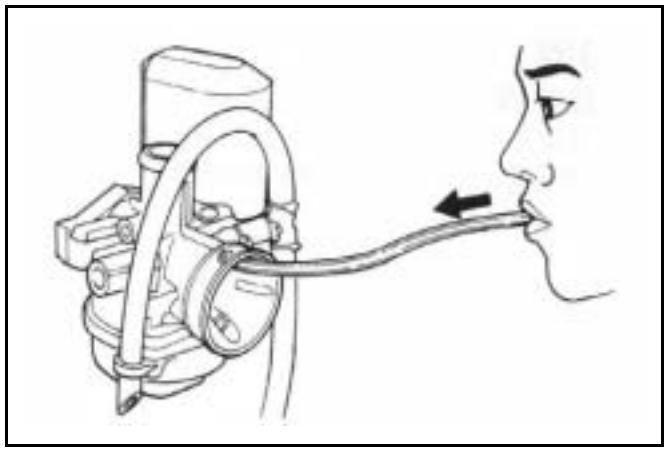
Connect resistor meter to the terminals of auto by-starter, and then measure its resistance.
If the resistance value exceeds specification too much, it means that the PTC in the auto by-starter is malfunction. Then, replace the auto by-starter.
Resistance value: Max. 10Ω (at cold engine)

⚠ Caution

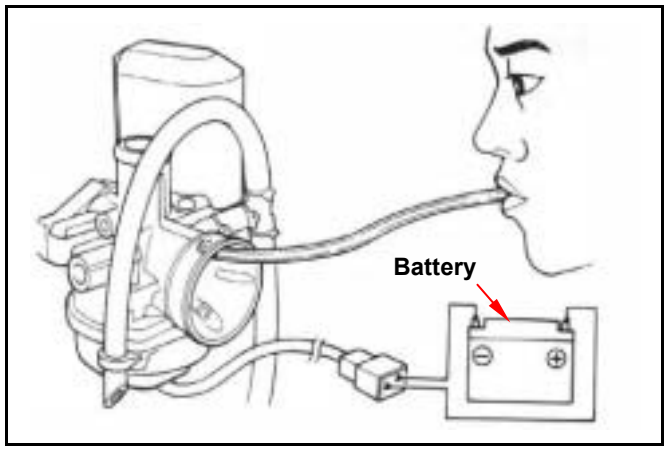
If the resistance value exceeds the standard a little bit, the auto by-starter may still in normal. However, it is necessary to check other relative components for damage.



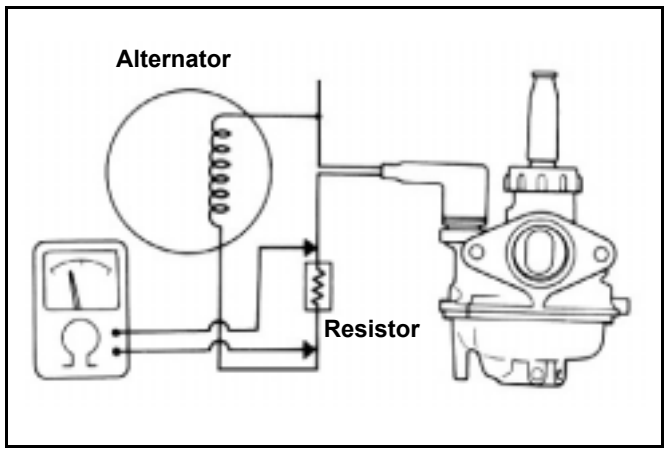
Remove carburetor, and allow it to cool off for 30 minutes.
Connect fuel rich circuit with a hose and pump compressed air to the hose.
Air should flow into fuel rich circuit.
Replace the auto by-starter if the circuit clogged.



Connect battery to starter's connectors and wait for several minutes.
Pump compressed air into the fuel rich circuit.
Air should not flow into the circuit.
If air flow through the circuit; then replace the auto-by starter.

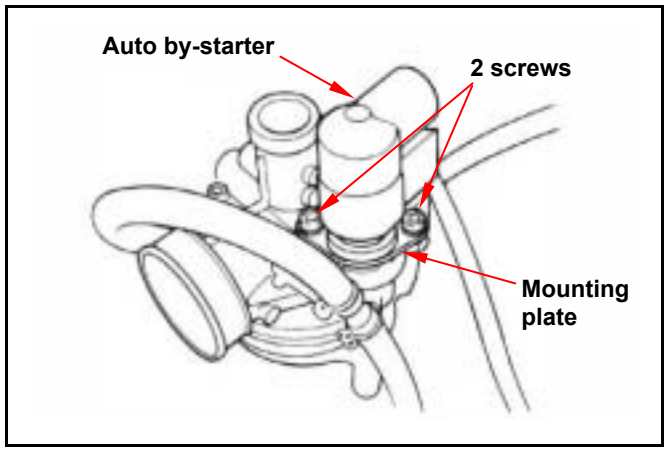


Check resistor to make sure that the auto by-starter is in normal. Engine is running.
If the resistor is in open-circuit, then current will not flow into the PTC. Thus, the auto by-starter is not operated.
However, if the resistor is in short-circuit; current higher than specification will flow into the PTC. Then, it will cause the fuel rich circuit close rapidly, and difficult to start the scooter.
Resistance value: 10.2Ω



Auto By-Starter Removal/Installation

Remove the cover of the auto by-starter.
Remove screw and mounting plate.
Remove the auto by-starter from carburetor.
Install in the reverse order of removal procedures.



Float/Float Valve/Jet

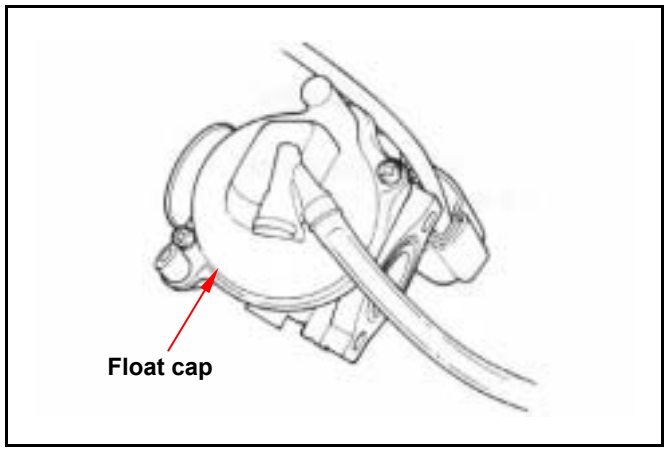
Removal

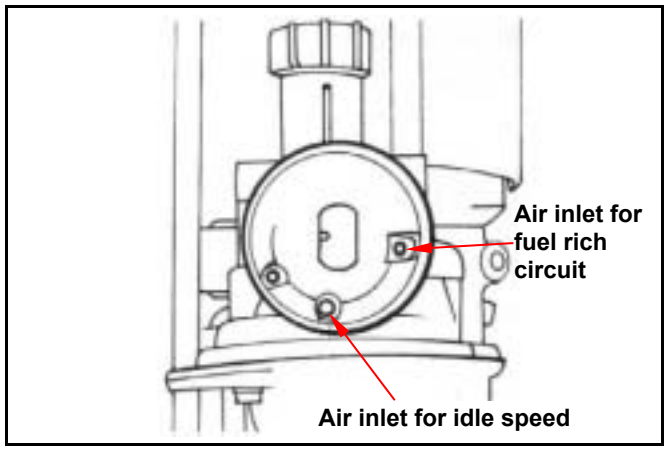
Remove the float from carburetor body.
Remove the float pin and then remove float and float valve.
Check the valve seat for worn out or damage.
Check float for bend and if fuel inside the float.
Before removing both the throttle valve stopper and air screws, record their original turns for close to their original set up position as installation.

⚠ Caution

Do not tighten the screw forcedly to avoid to damaging the valve seat.

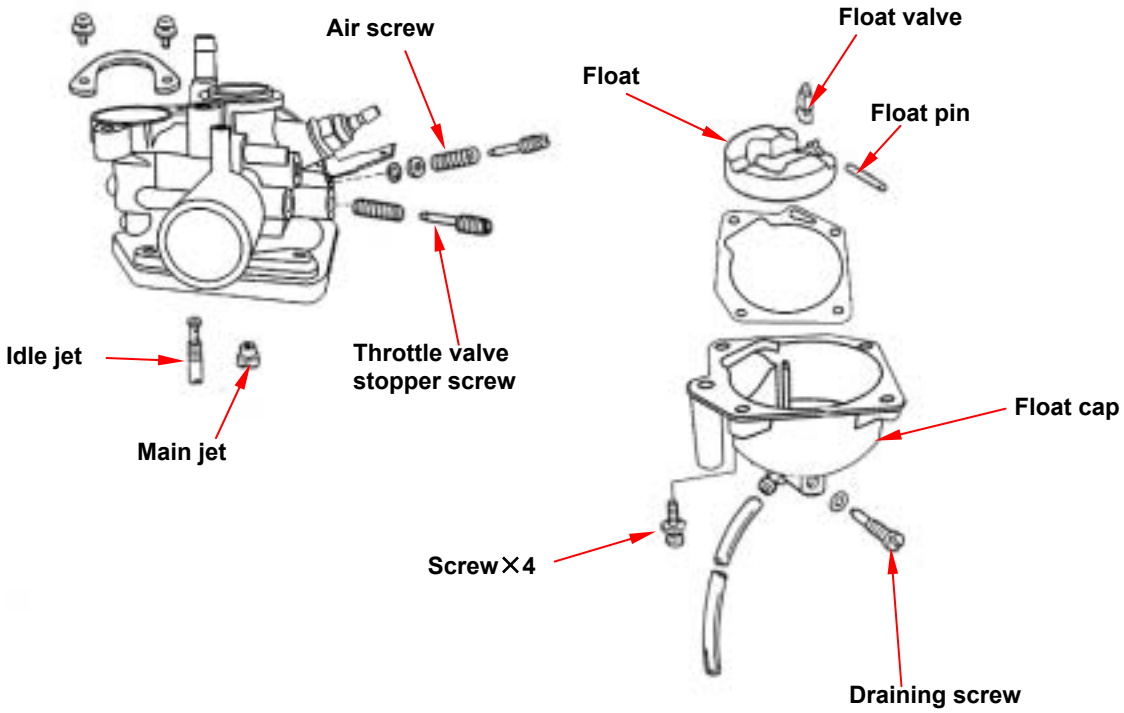
Remove main jet, needle jet seat and idle jet and clean them and each component with compressed air.





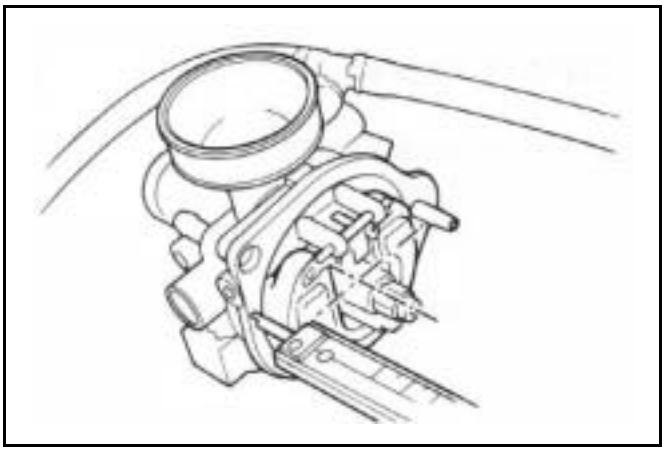
Installation

Install the idle jet, the needle jet seat and main jet. Then install the throttle valve stopper and air screws to their original position according to the marks as removal. Adjust the screws if replace with new ones.



Float Level Inspection

Measures float fuel level to have the upper end of float just contact with the float.
Float fuel level: 8.8 mm
Carefully bend the float arm for adjustment.
Check the float operation and the install it.



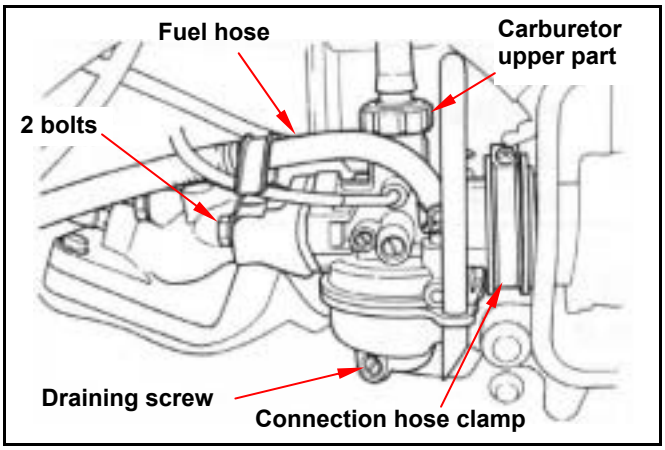
Carburetor Installation

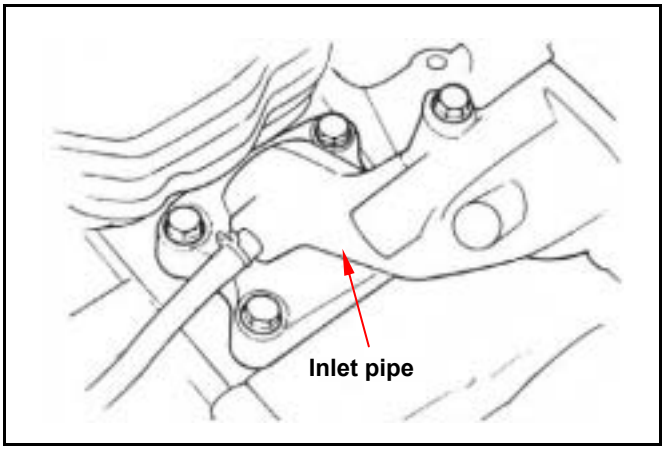
Caution

Do not let foreign materials into the carburetor.

Install the carburetor and insulator onto intake pipe with bolts.
Install fuel and vent pipes onto carburetor.
Install the carburetor upper part.
Tighten the connection hose.
Tighten the draining screw.
Connect the automatic by-starter connector.
Install air cleaner cap.
Conduct following operations

- Adjustment of throttle valve cable.
- Adjustment of oil pump.
- Adjustment of idle speed.

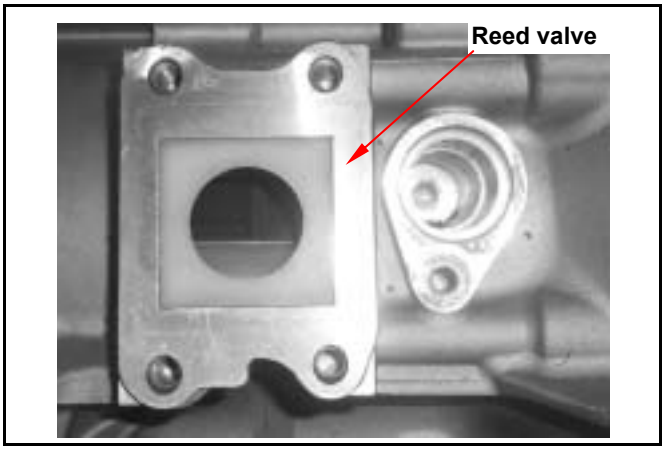




Reed Valve

Removal

Remove the luggage box.
Remove the carburetor.
Remove carburetor insulator.
Remove inlet pipe.
Remove the reed valve.

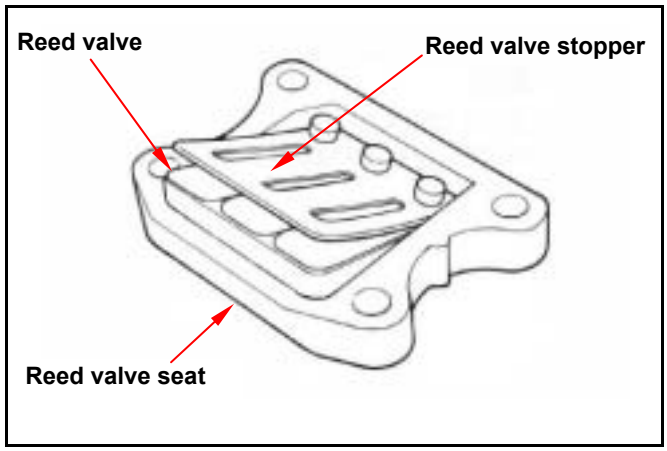


Inspection

Check the reed valve for damage and its reed strength.
Check the reed valve seat for crack, damage and the clearance between the seat and the valve.
Replace reed valve if necessary.

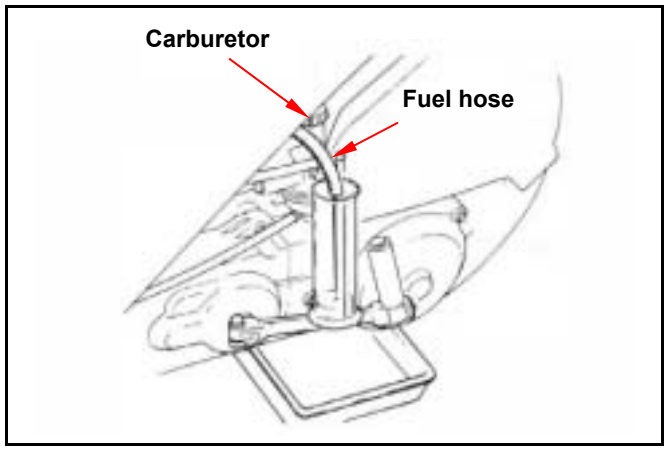
⚠ Caution

Do not bend the reed valve stopper. Otherwise, it will cause its strength insufficient and rough engine running. If the reed valve or its seat is damaged, replace with a set.



Installation

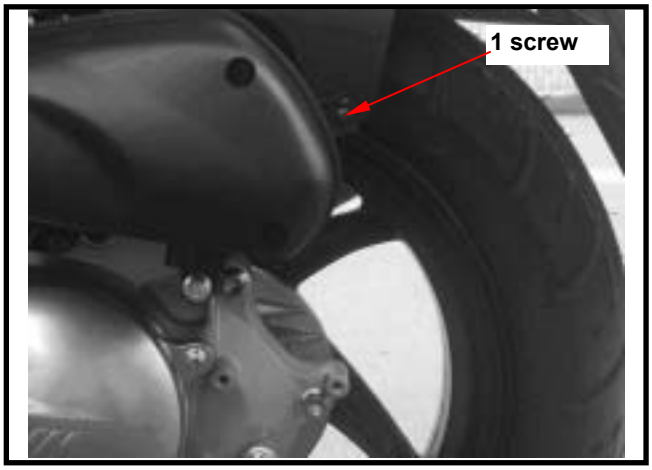
Install in the reverse order of removal procedures.
Check for leaking after installed.



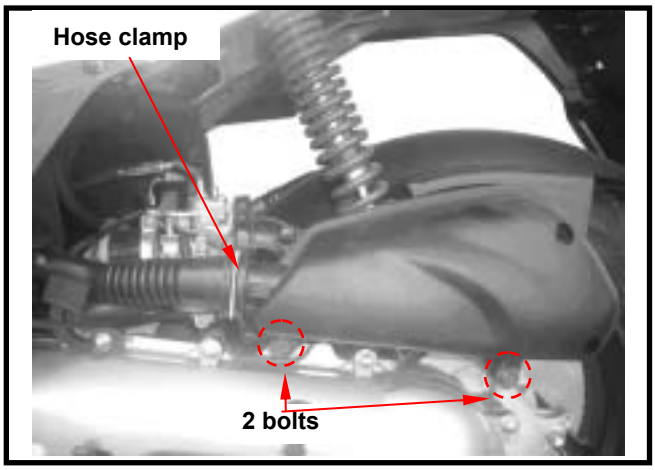
Air Cleaner

Removal/Installation

Remove air cleaner and rear inner fender mounting screw.

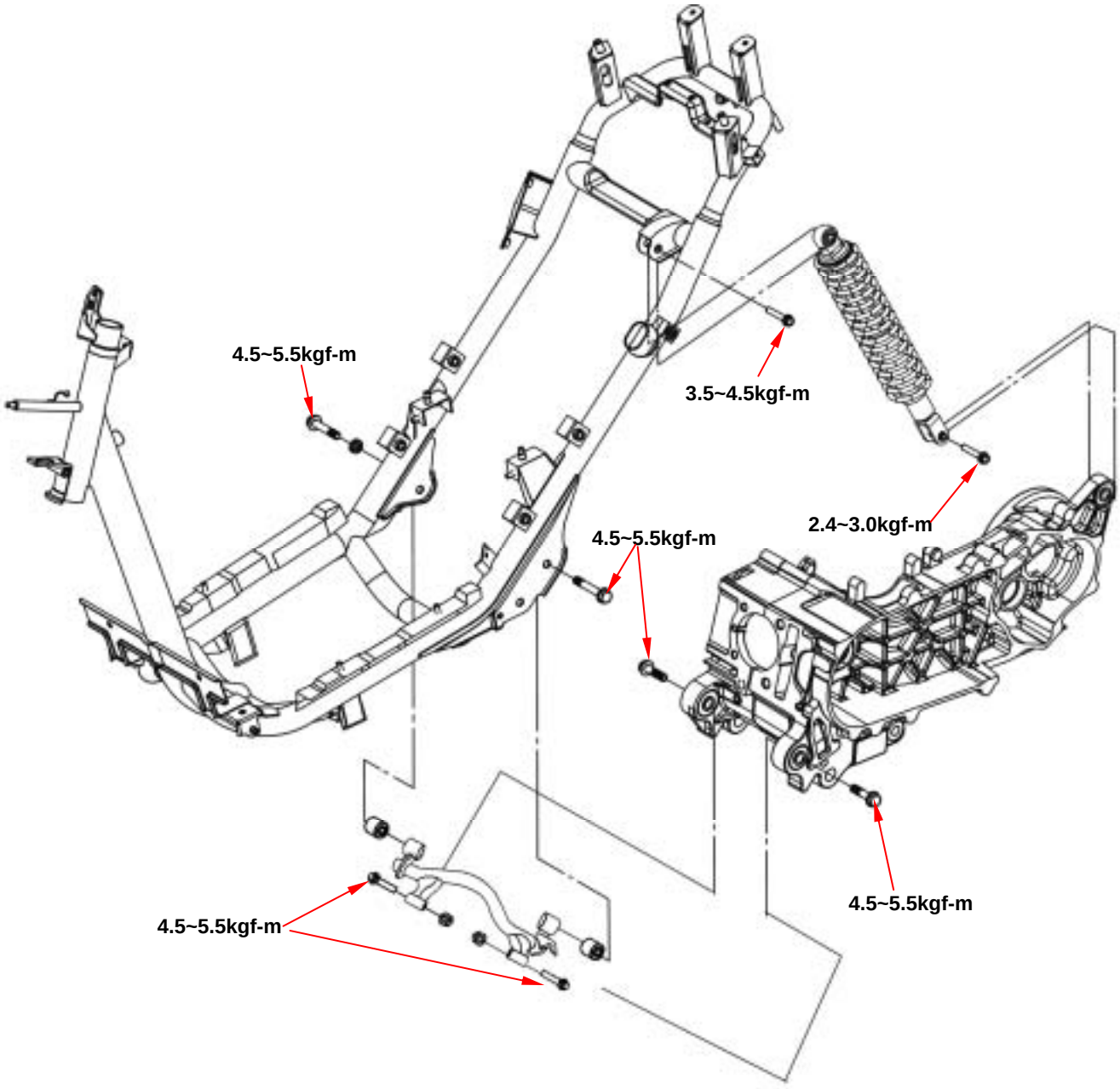


Loosen connection hose clamp.
Remove 2 bolts and then remove the air cleaner.



Install in the reverse order of removal procedures.

Maintenance Information ····· 5-2	Engine hanger bracket····· 5-6
Engine removal ····· 5-3	Engine installation ····· 5-6



Maintenance Information

There are parts that require removal of engine for maintenance.

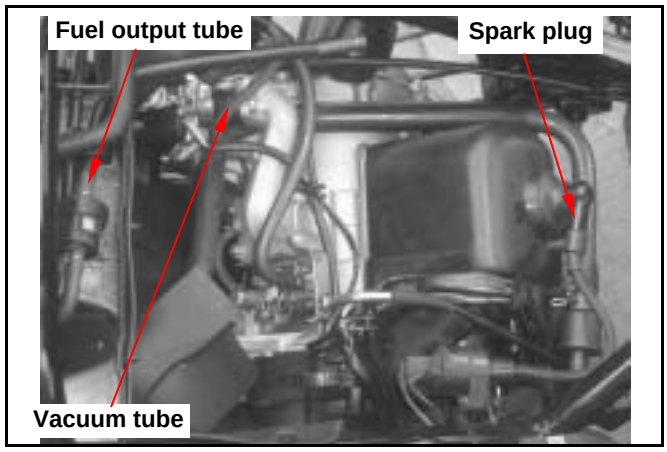
- Crankcase
- Crankshaft

Related bolts tightening torque for removal of engine:

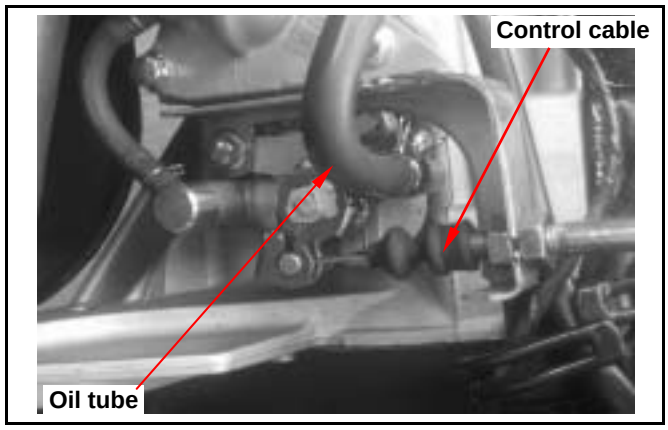
Engine hanger bolt	4.5~5.5kgf-m
Engine hanger bracket bolt	4.5~5.5kgf-m
Rear cushion upper mounting bolts	3.5~4.5kgf-m
Rear cushion lower mounting bolts	2.4~3.0kgf-m
Exhaust muffler connection nut	0.8~1.2kgf-m
Exhaust muffler mounting bolt	2.4~3.0kgf-m

Engine removal

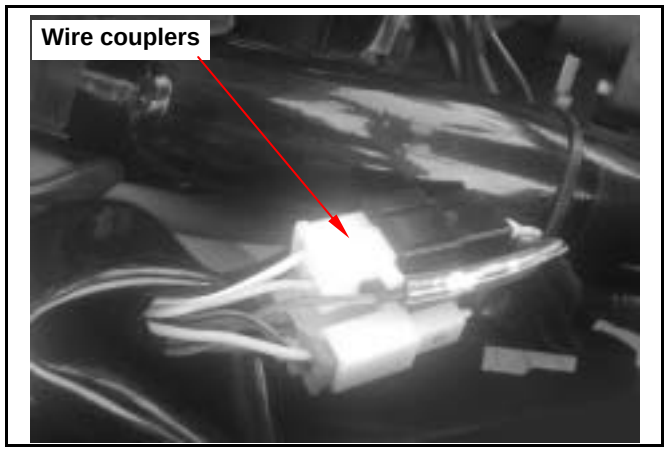
Remove body cover.
Remove the spark plug cap from the spark plug.
Remove the fuel output and the vacuum tubes from fuel pump.



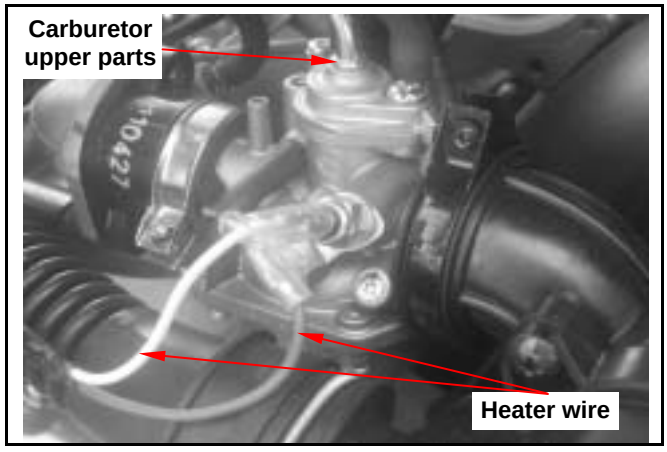
Remove the oil control cable from oil pump.
Remove the oil tube from oil pump and then clip the tube.



Remove the wire couplers of auto by starter and ACG.

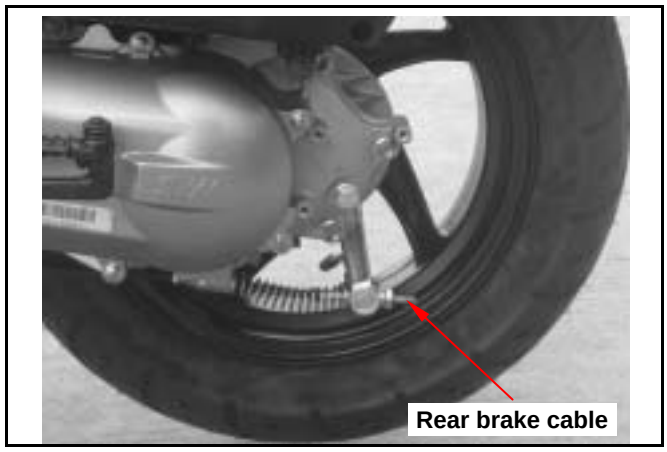


Remove the upper parts of the carburetor from its upper side.
Remove the carburetor heater electric wire.

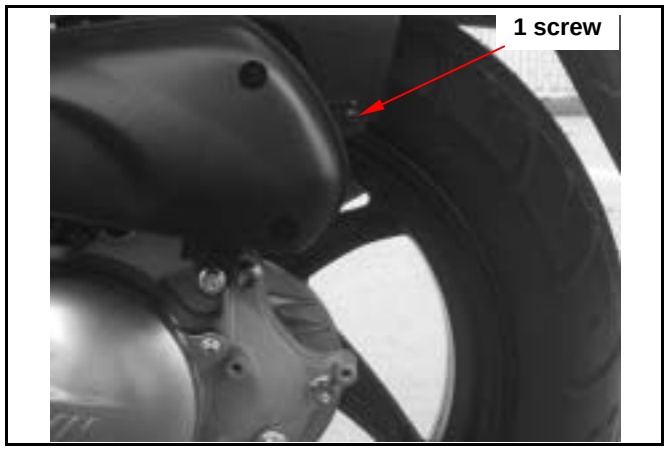


Drum type rear brake

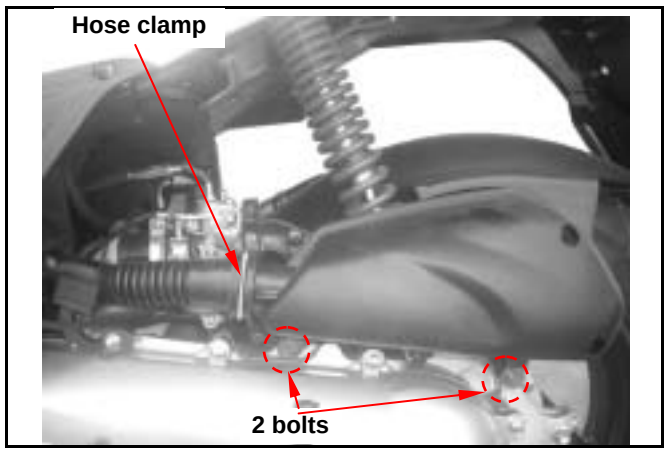
Remove rear brake cable from engine rear-lower side.
Remove brake cable from cable clamp.



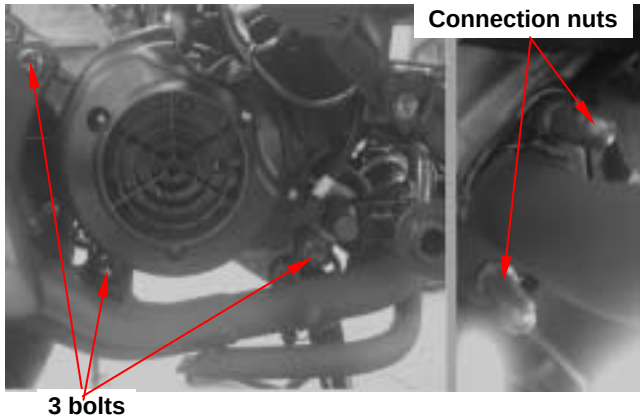
Remove air cleaner and rear inner fender mounting screw.



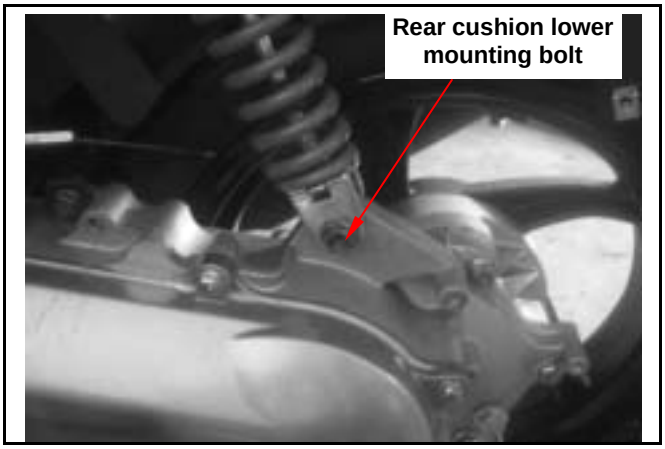
Loosen connection hose clamp.
Remove 2 bolts and then remove the air cleaner.



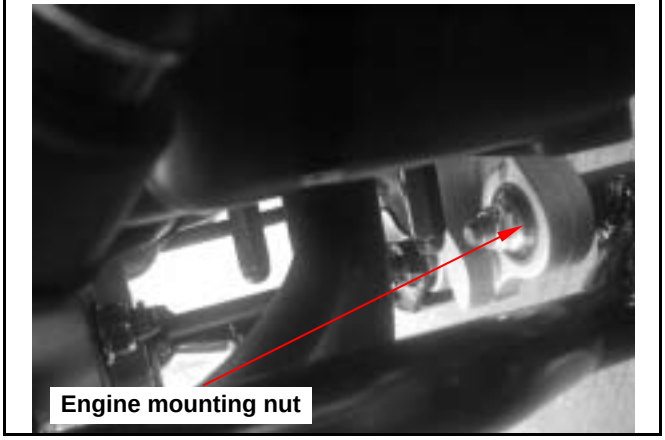
Remove two exhaust pipe connection nuts.
Remove three bolts beside fan cover and exhaust pipe.

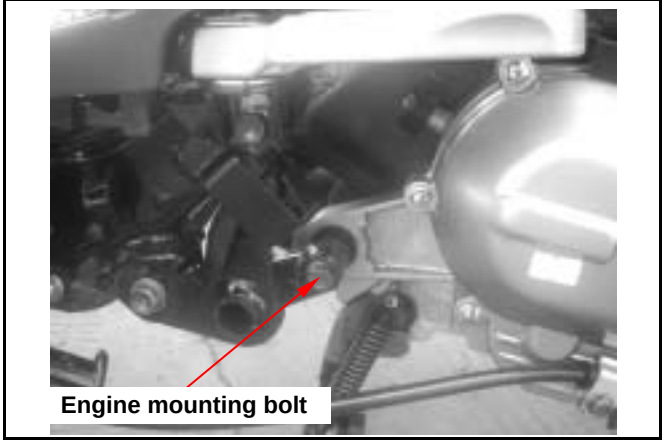


Support the engine and then remove cushion lower mounting bolt.



Remove engine mounting nut and bolt. (Each side 1 bolt and 1 nut)
Remove the engine.

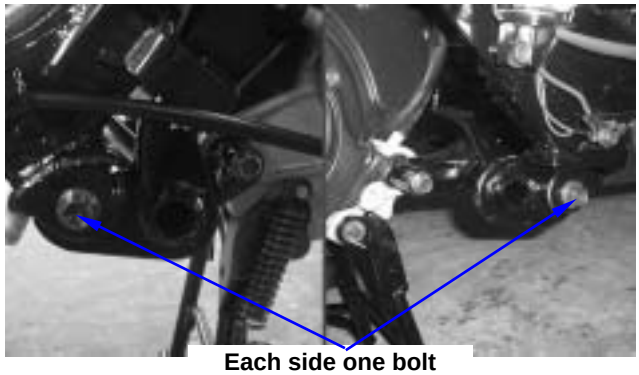




Engine Hanger Bracket

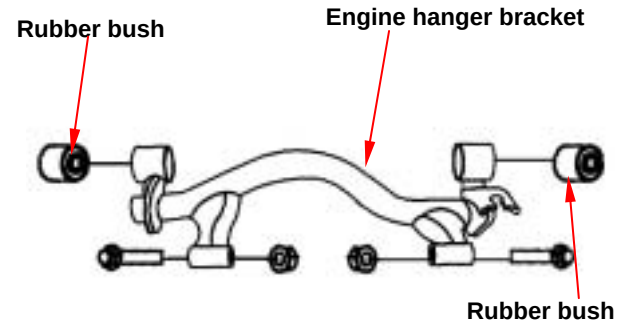
Removal

Remove the frame side right and left side bolts of engine hanger bracket. (1 bolt on each side)



Disassembly

Remove the engine hanger bracket nut and bolt.
Disassembly engine hanger bracket A and engine hanger bracket B.
Check if the engine hanger rubber bushes, hanger bushes and collar for damage. If so, replace with new ones.

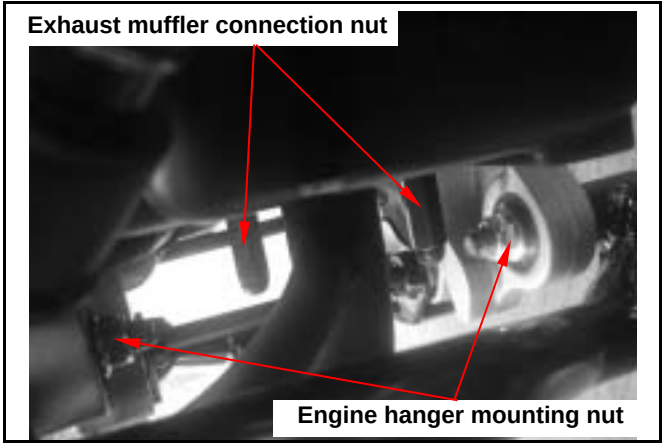


Assembly

Install hanger bushes and collar into engine hanger bracket B.
Install engine hanger bracket A and engine hanger bracket B and tighten the bolts and nuts of engine hanger bracket.
Torque Value: 4.5~5.5kgf-m

Engine installation

Install in the reverse order of removal procedures.
Tighten the engine mounting bolts and rear cushion upper/lower bolts.

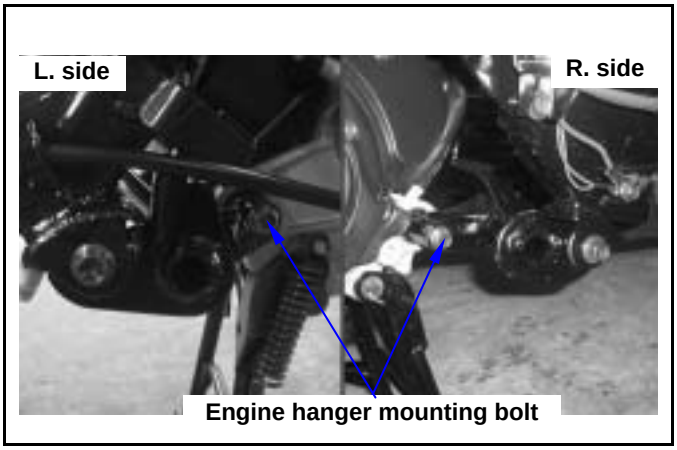


Torque value:

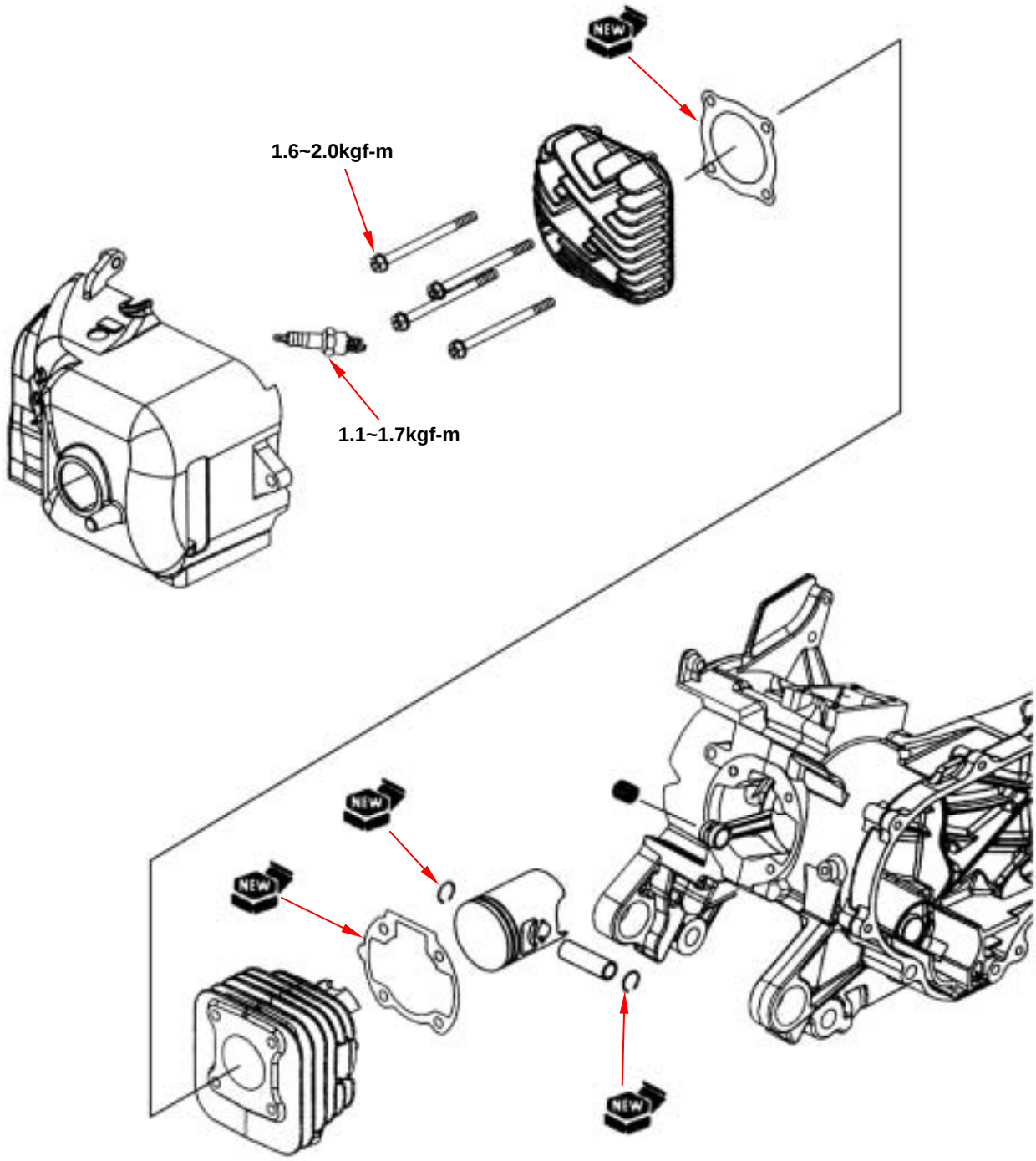
Engine hanger bolt	4.5~5.5kgf-m
Rear cushion upper mounting bolt	3.5~4.5kgf-m
Rear cushion lower mounting bolt	2.4~3.0kgf-m
Exhaust muffler connection nut	0.8~1.2kgf-m
Exhaust muffler mounting bolt	2.4~3.0kgf-m

Perform the following inspection and adjustment after installation.

- Check if control cable is correct.
- Check if throttle valve cable is correct.
- Check if oil pump control cable is correct.
- Oil input and output of the oil pump.
- Adjust rear brake.



Maintenance Information····· 6-2	Cylinder Head····· 6-3
Troubleshooting····· 6-2	Cylinder/Piston ····· 6-5



Maintenance Information

Precautions in Operation

- The inspection and maintenance of the cylinder head, cylinder and piston can be carried as engine mounted on the body.
- It should clean the engine to prevent dirt from entering into cylinder and crankcase before removal.
- Remove all washes from the interfaces of cylinder head, cylinder and crankcase.
- Be careful do not damage cylinder head, cylinder and piston when removing.
- Inspect the removed & cleaned parts thoroughly, and apply with oil onto the rotation surfaces before installation.

Specification

Item		Standard value (mm)
Cylinder head	**Deformation**	**-**
Piston	**Piston OD**	**38.955~38.970**
	Clearance between cylinder and piston	**0.030~0.050**
	Piston pin hole	**12.002~12.008**
	Piston pin OD	**11.994~12.000**
	Clearance between piston and piston	**0.002~0.014**
	Piston ring end gap	**0.100~0.250**
	ID of connecting rod small end	**17.005~17.017**
Cylinder	**ID**	**39.000~39.015**
	Deformation	**-**

ID: inner diameter OD: outer diameter

Tighten torque value

Cylinder head	1.6~2.0kgf-m
Spark plug	1.1~1.7kgf-m
Exhaust pipe connection nut	0.8~1.2kgf-m
Exhaust muffler mounting bolt	2.4~3.0kgf-m

Troubleshooting

Compression Pressure Too Low/Difficult To Start/Rough Idling

1. Cylinder head gasket leaking
2. Spark plug not tighten enough
3. Worn, seized or crack piston ring
4. Damaged, worn cylinder or piston
5. Poor reed

Compression Pressure Too High/Overheat/Knock

1. Too much carbon deposit built up in combustion chamber

Piston Noise

1. Cylinder and piston worn out
2. Piston pin or piston pin hole worn out
3. Connecting rod small end bearing worn out

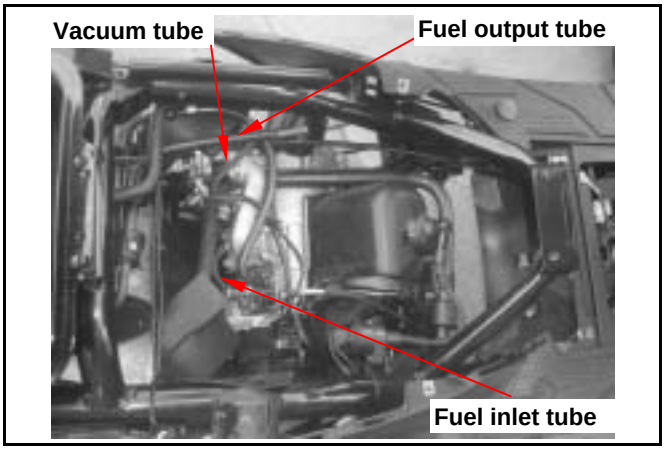
Piston Ring Noise

1. Worn, seized or crack piston ring
2. Cylinder worn out or damaged

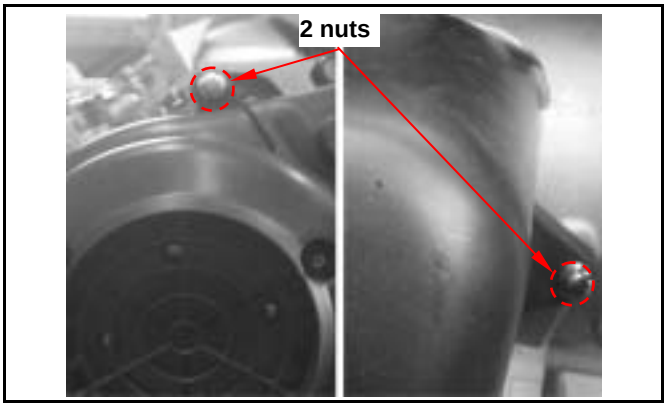
Cylinder Head

Cylinder Head Removal

Removal luggage box, body covers and center cover.
Remove fuel pump tubes.



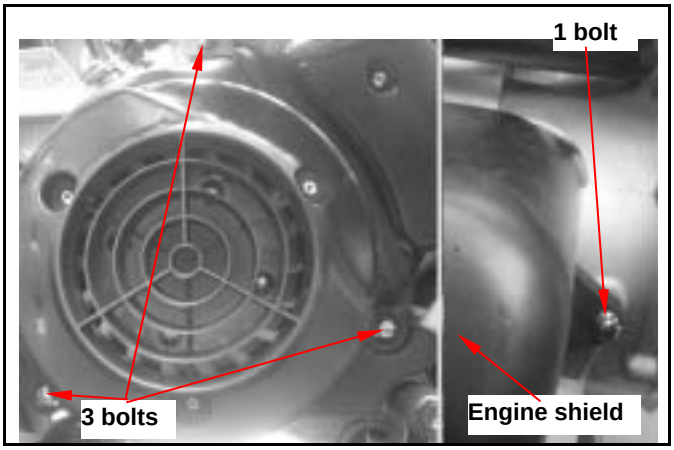
Remove spark plug cap.
Remove fuel pump bracket (2 nuts).



Remove vacuum tube and oil pump control cable from engine shield.



Remove fan cover (3 bolts).
Remove engine shield mounting bolt (1 bolt).

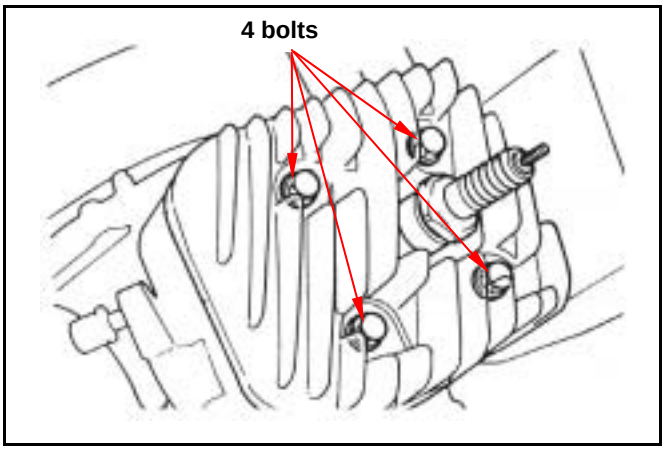


Remove engine shield.



Cylinder Head Removal

Remove spark plug.
Remove the 4 cylinder head bolts and then remove the cylinder head.

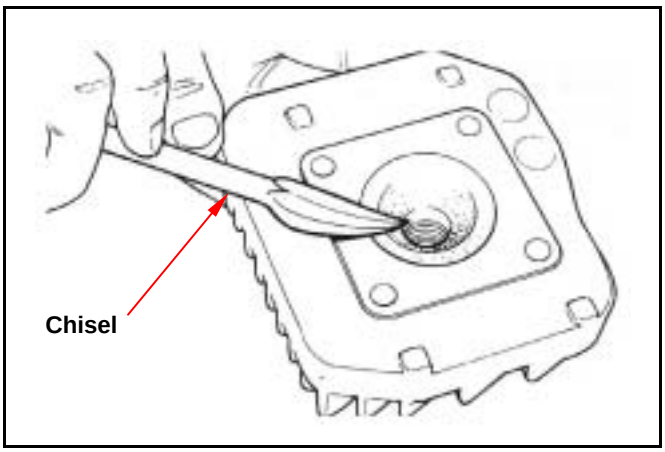


Caution

Loosen the cylinder head bolts with diagonal direction to avoid to damaging it.

Cleaning Carbon in Combustion Chamber

Clean carbon deposit in which built up in combustion chamber with shown chisel.

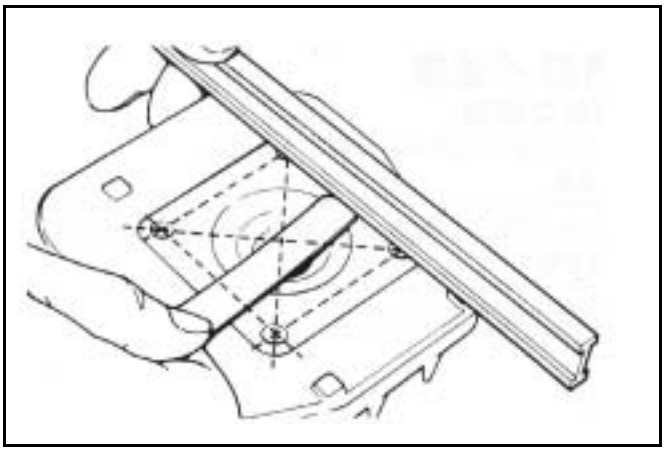


Caution

Do not scratch to the interfaces of combustion chamber and cylinder.

Cylinder Head Inspection

Use a straight edge and a feeler gauge to measure the cylinder head for warp.

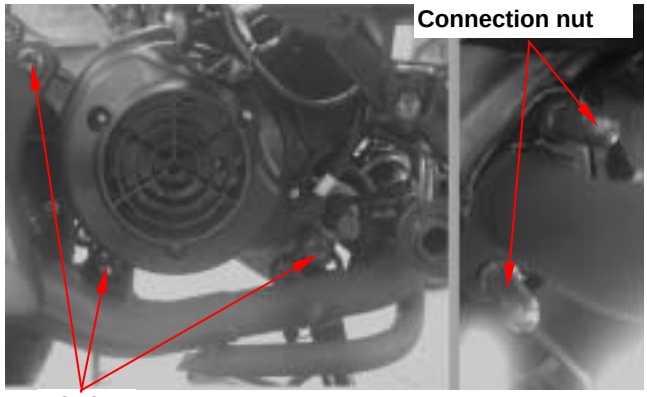


Cylinder Head Installation

Replace the cylinder head gasket with new one, and place the cylinder head onto cylinder.
Tighten the 4 bolts with diagonal direction and by 2-3 sequences.
Tighten torque: 1.6~2.0kgf-m
Install spark plug
Tighten torque: 1.1~1.7kgf-m

Cylinder/Piston

Remove spark plug cap.
Remove fan cover.
Remove engine shield.
Remove two connection nuts of the exhaust pipe.
Remove exhaust muffle mounting bolt, and then remove the exhaust muffler.

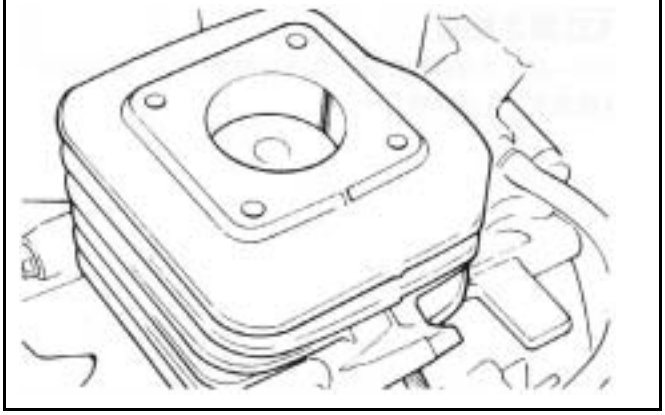


Cylinder Removal

Remove cylinder head.
Be careful to pull the cylinder up and prevent piston from damage.

Caution

Do not have pry out operation between cylinder and crankcase. Or let radiation fan be knocked seriously.

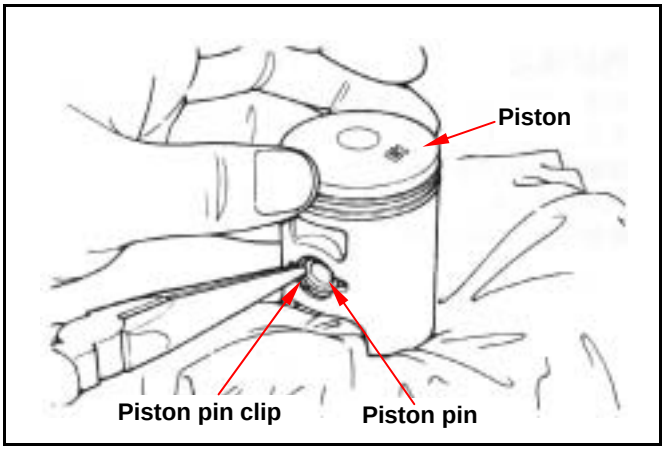


Piston Removal

Place a clean rag onto crankshaft to cover the piston.
Remove piston pin clip (one piece) and then push piston pin out the piston.

Caution

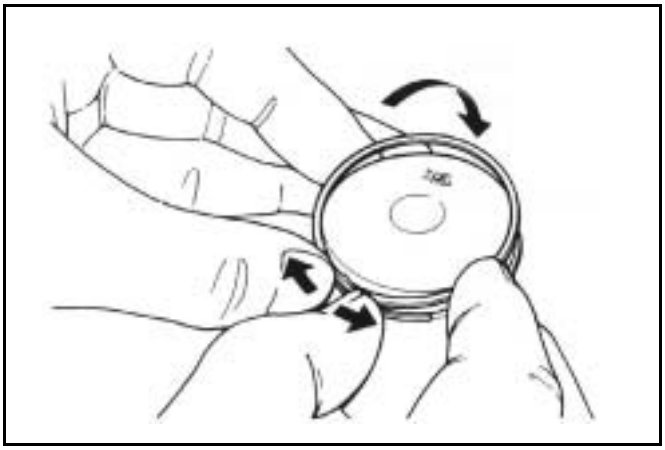
- Do not damage or scratch the piston.
- Do not apply with lateral force to connecting rod.
- Do not let piston pin snap ring falling into crankcase.



Piston Ring Removal

Caution

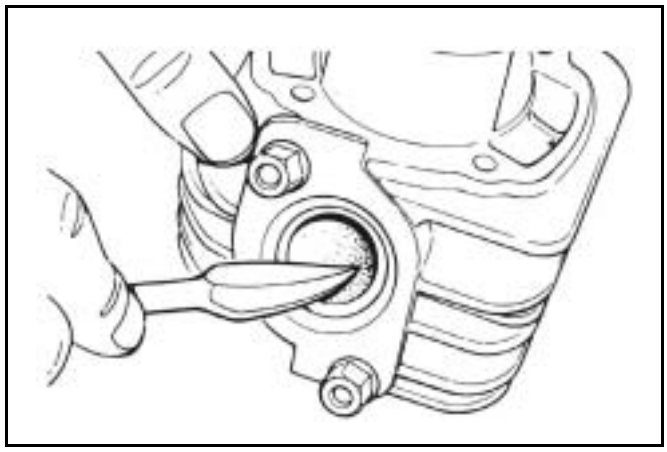
Pry out the opening end of each piston ring and then remove the ring from piston.



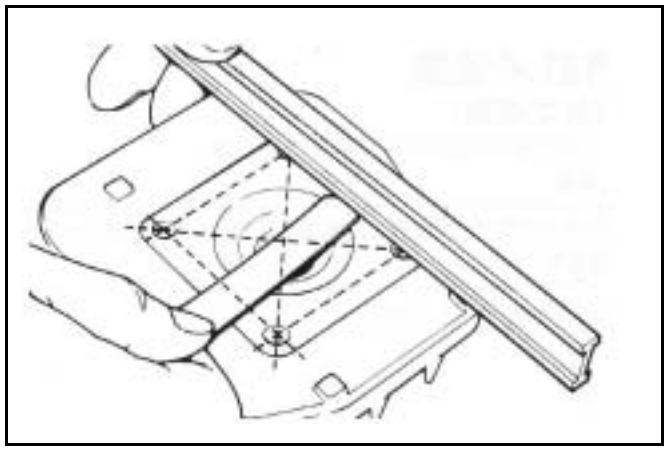
Check if cylinder and piston are worn or damaged, and then clean carbon deposit on exhaust opening area as the diagram shown.

⚠ Caution

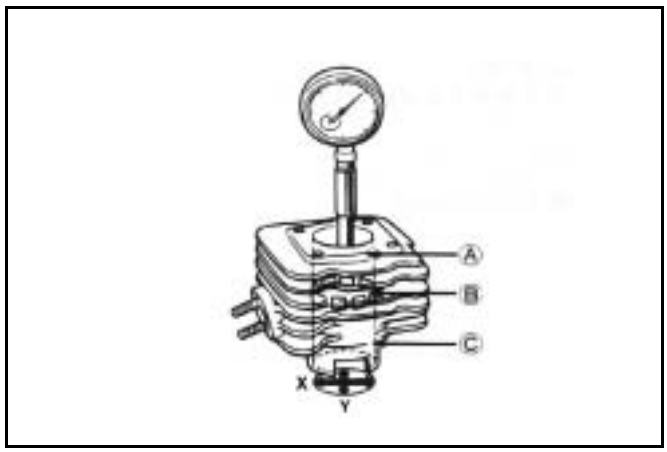
Do not scratch both the cylinder and the piston.



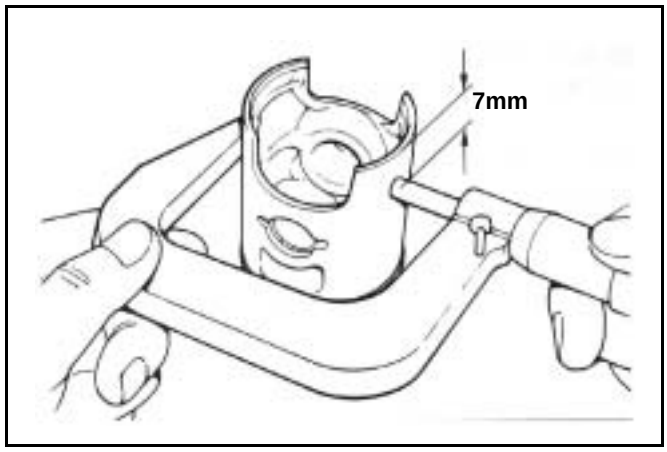
Use a straight edge and a feeler gauge to measure the cylinder head for warp.



In “X” and “Y” direction, measure the cylinder for worn out as the three levels shown in the figure. With the maximal value to decide cylinder wear out condition.

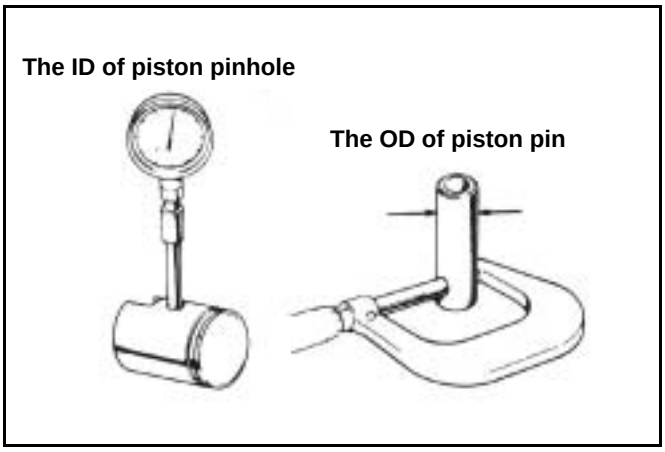


Measure the OD of piston at the 7 mm from the bottom of the piston.
Calculate the clearance between piston and cylinder.



Measure the piston pinhole ID of piston.

Measure the OD of piston pin.

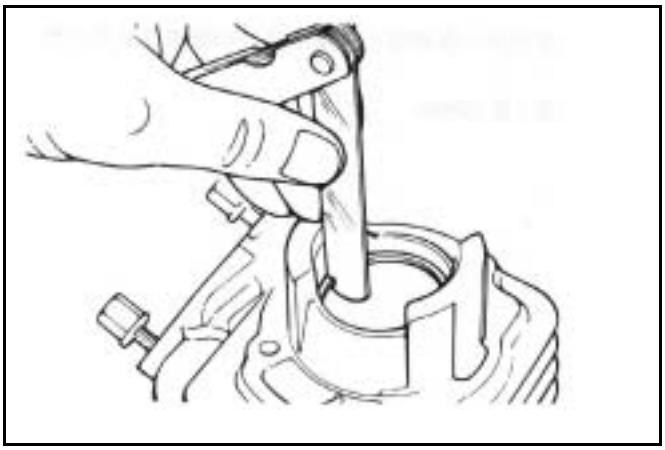


Piston Ring Inspection

Measure the end gap of each piston ring.

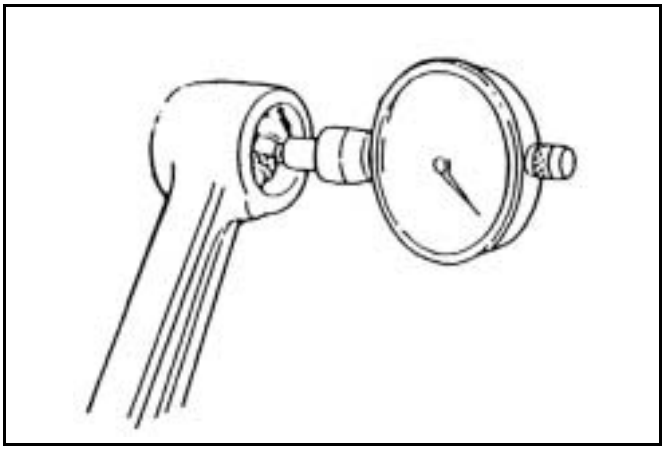
⚠ Caution

With the piston, push each piston ring into cylinder correctly.

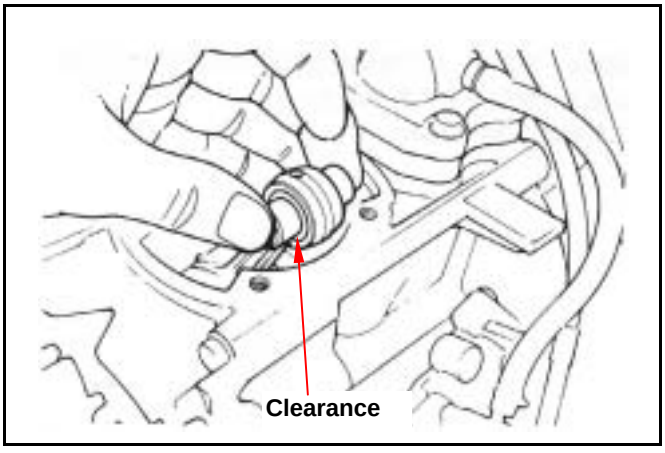


Connecting Rod Inspection

Measure the ID of connecting rod small end.

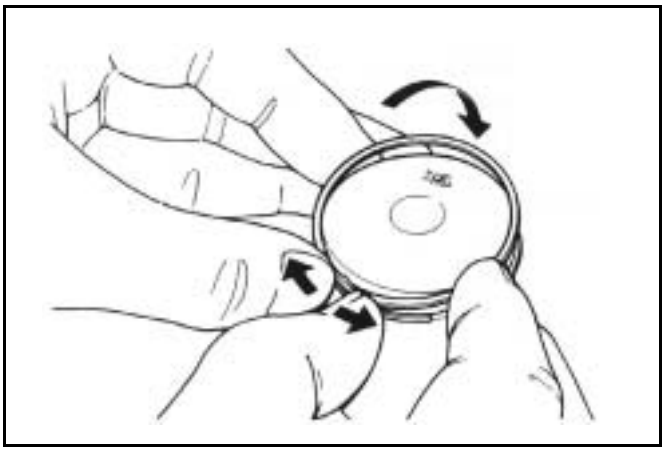


Install bearing and piston pin onto connecting rod small end, and then check its clearance.



Piston/Cylinder Installation

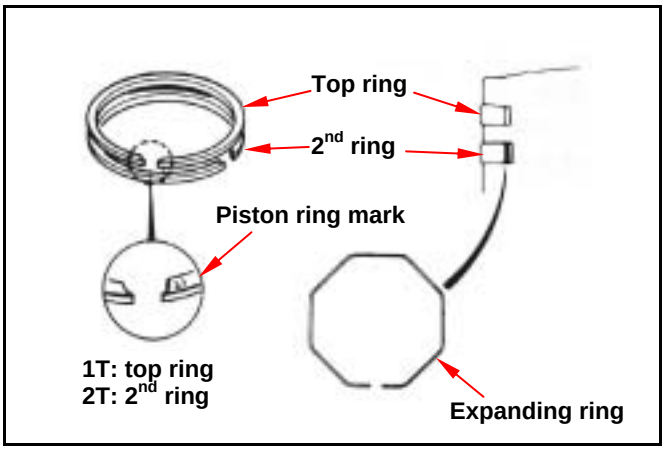
Install the expanding ring into the groove of 2nd ring.
Align the ring end with the lock pin in the ring groove.
Install the top ring and the 2nd ring onto the ring groove respective.



Caution

The top ring and the 2nd ring cannot be changeable each other.

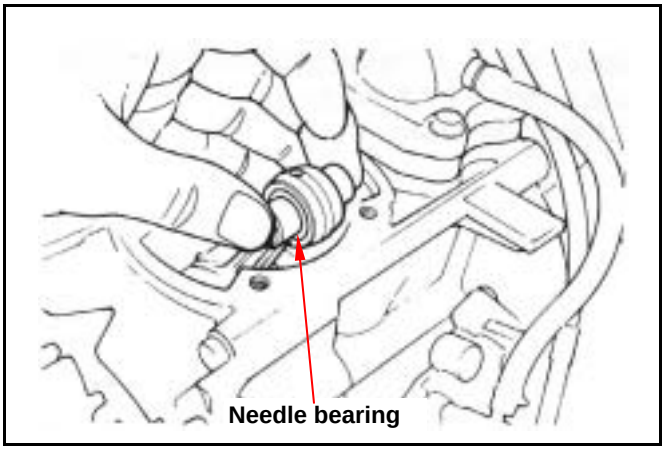
Push the rings into ring groove and then check rings' mating condition.
If ring could not be push in the ring groove, it means that ring groove is dirty or wrong ring groove installation.



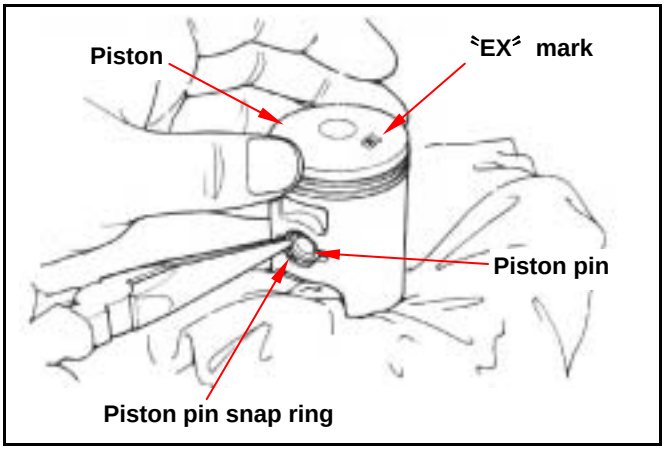
Caution

- All rings should be installed with the marks facing up.
- All rings should be replaced at same time, and it cannot be replaced one ring only.
- It should use same brand name piston ring in an engine and cannot mix with other one.

Place a cleaning cloth onto the crankcase opening to prevent the piston pin snap ring from falling into the crankcase.
Apply with two-stroke engine oil onto needle bearing and piston pin, and install needle bearing into connecting rod small end.
Install piston, and place "EX" mark of the piston toward to exhaust side, and then install the piston pin onto piston and connecting rod.



Install new piston pin snap ring.
Clean all gaskets onto the interfaces of cylinder and crankcase.
Place a new gasket onto the crankcase.
Make sure that the piston ring aligns with the lock pin in piston ring groove.



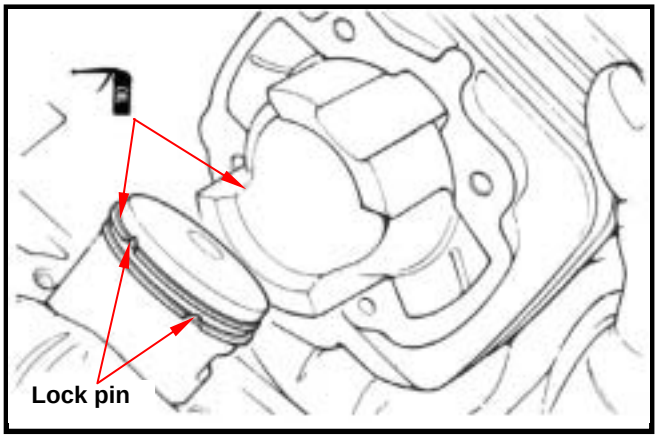
Caution

Make sure that all rings in the piston ring groove cannot be rotated around the lock pin to avoid to damaging the rings, piston and cylinder.

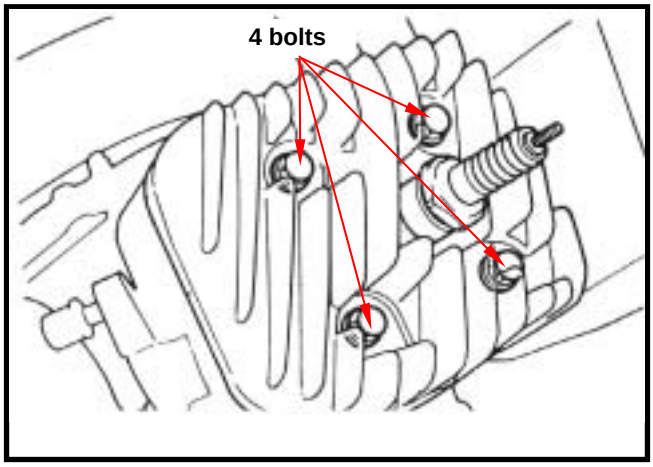
Lubricate cylinder and piston with two-stroke engine oil.
Hold the piston and then install it into cylinder.

Caution

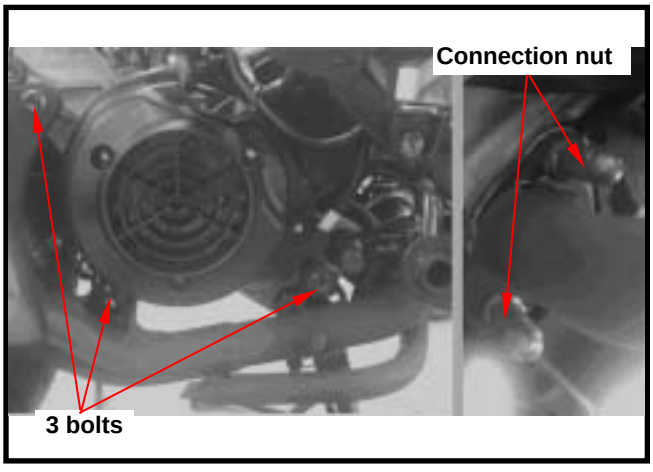
To avoid to damaging the piston and the cylinder sliding surface.



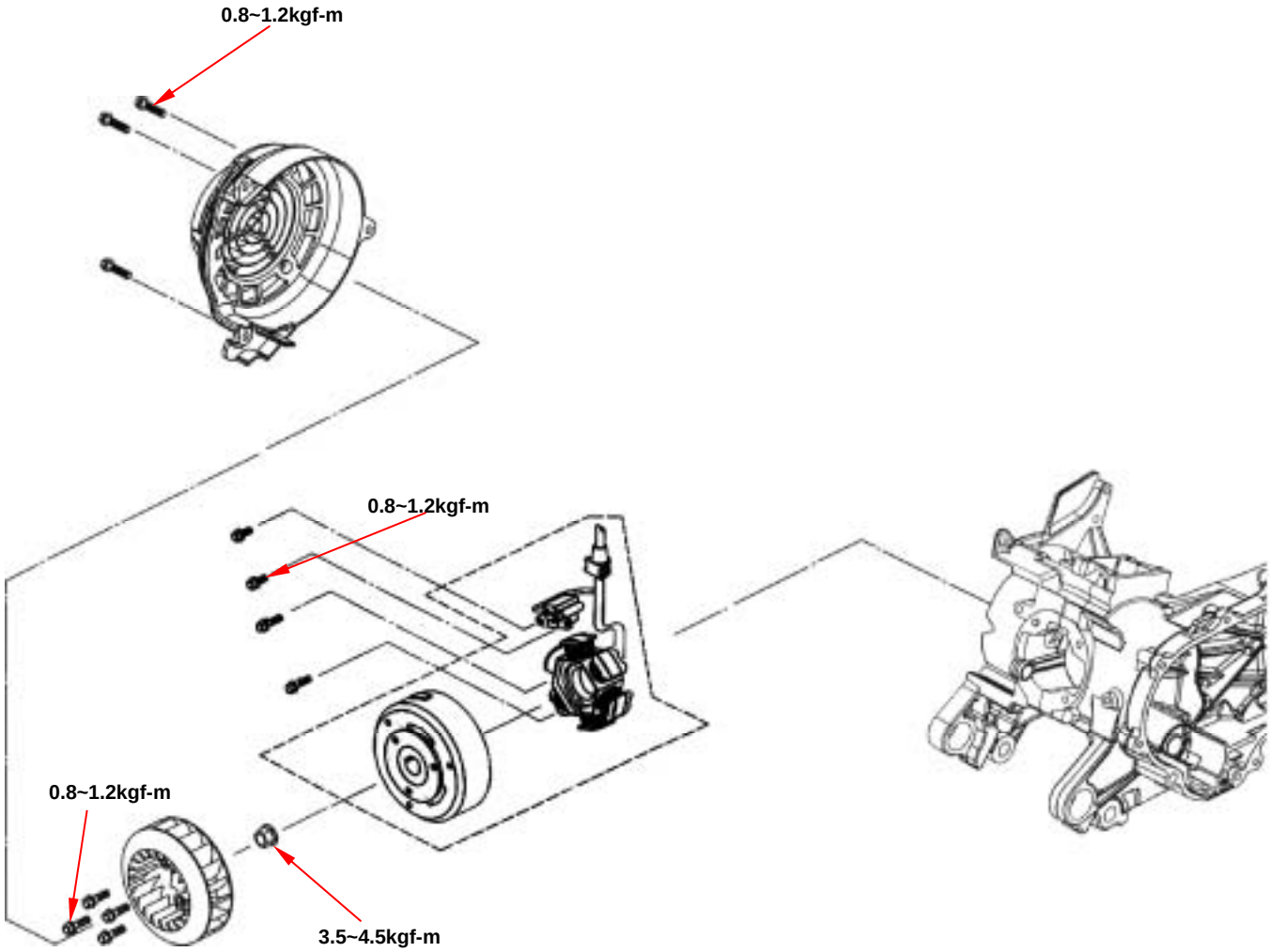
Install the cylinder head.
Tighten torque: 1.6~2.0kgf-m



Replace the exhaust pipe washer with new one and then install exhaust pipe.
Tighten exhaust pipe connection nut.
Tighten torque: 0.8~1.2kgf-m
Tighten exhaust pipe mounting bolt.
Tighten torque: 2.4~3.0kgf-m
Install the removed parts in the reverse order of removal procedures.
Inspect following item after installation.
Test engine compression pressure.
Check for engine noise.



Maintenance Information ····· 7-2	Generator Installation ····· 7-4
Generator Removal ····· 7-3	



Maintenance Information

Precautions in Operation

- The maintenance service of A.C. generator can be carried out directly on the scooter.
- Please refer to Chapter 15 for the relative A.C. generator inspection.

Torque value:

Flywheel 3.5~4.5kgf-m

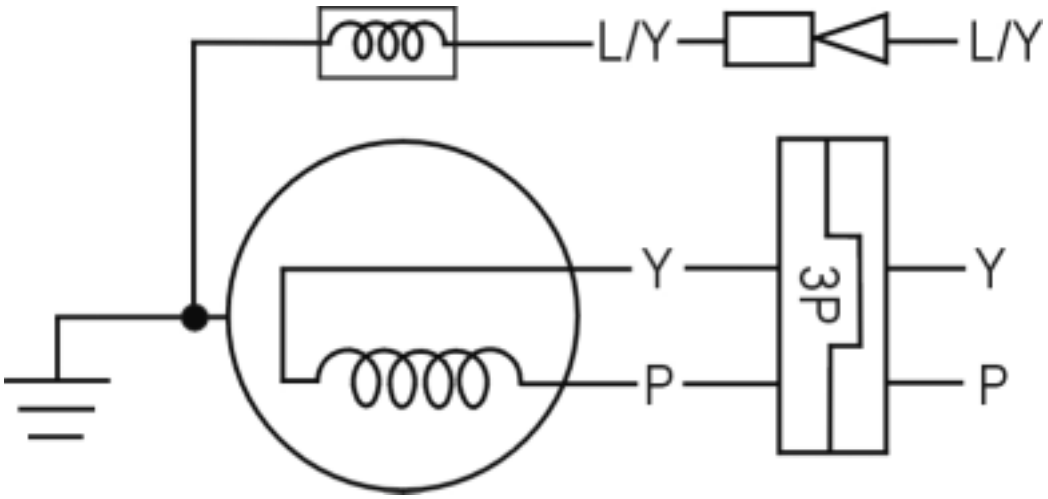
Special Service Tools:

Flywheel puller
Universal holder

Coil resistance value for the A.C. generator

	Yellow/blue	Yellow	Pink	Earth
Yellow / blue				50~200Ω
Yellow			0.2~0.8Ω	
Pink		0.2~0.8Ω		
Earth	50~200Ω			

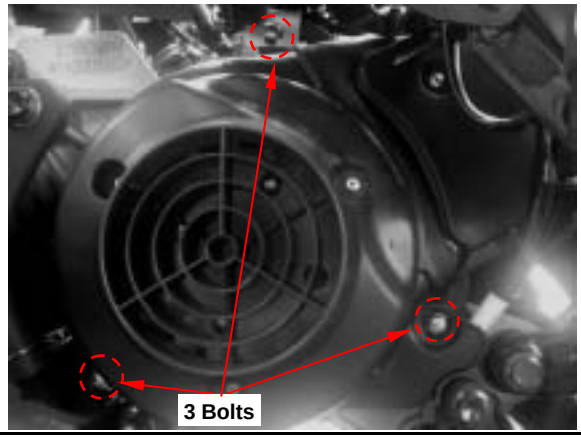
PS:L—blue,Y—Yellow



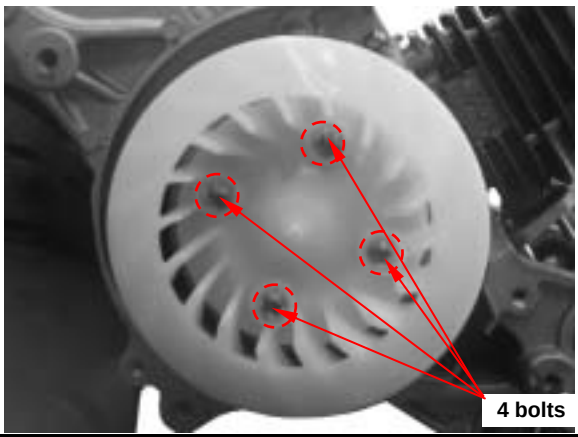
AC. generator

Generator Removal

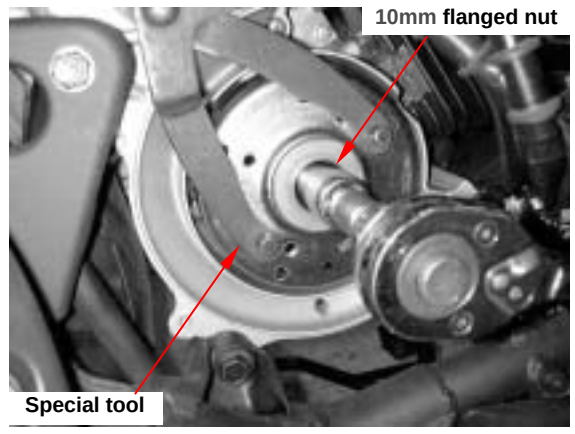
Remove the luggage box and rear side cover.
Remove 3 bolts and then take out cooling fan cover.



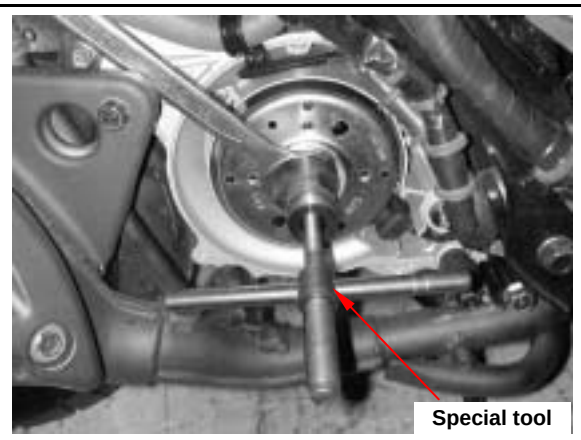
Remove 4 bolts, and then take out the cooling fan.



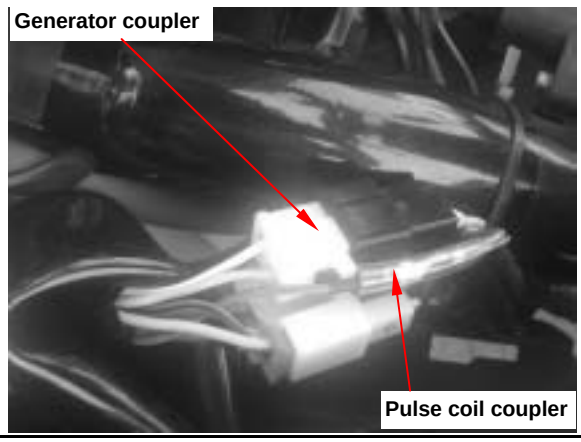
Hold flywheel with universal holder.
Support the flywheel and the remove the 10 mm nut on the flywheel.



Remove the flywheel with flywheel puller.



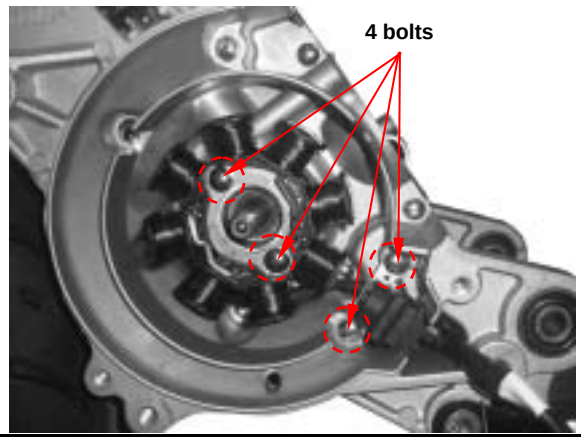
Disconnect generator wire coupler and pulse coil coupler.



Remove the pulse coil and generator coil bolts (4 bolts), and then take out the generator assembly.

Caution

Care to be taken for not damaging the generator coil.



Generator Installation

Install the generator assembly.
Connect the generator coupler.

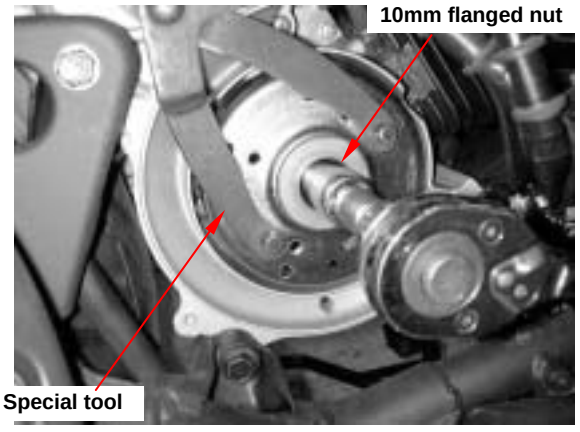
Caution

Connect the generator wire harness properly and then clip the harness with clipper.

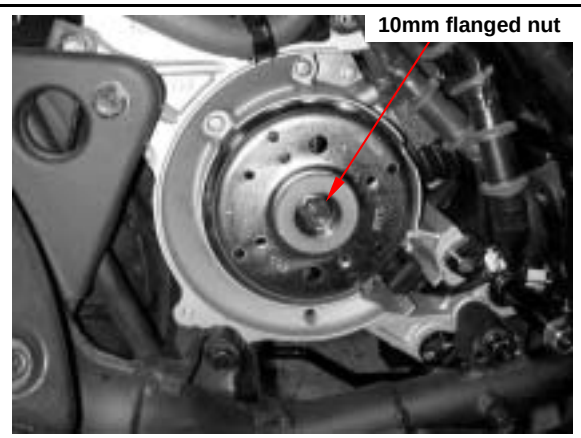
Install the woodruff key onto the crankshaft groove.

Caution

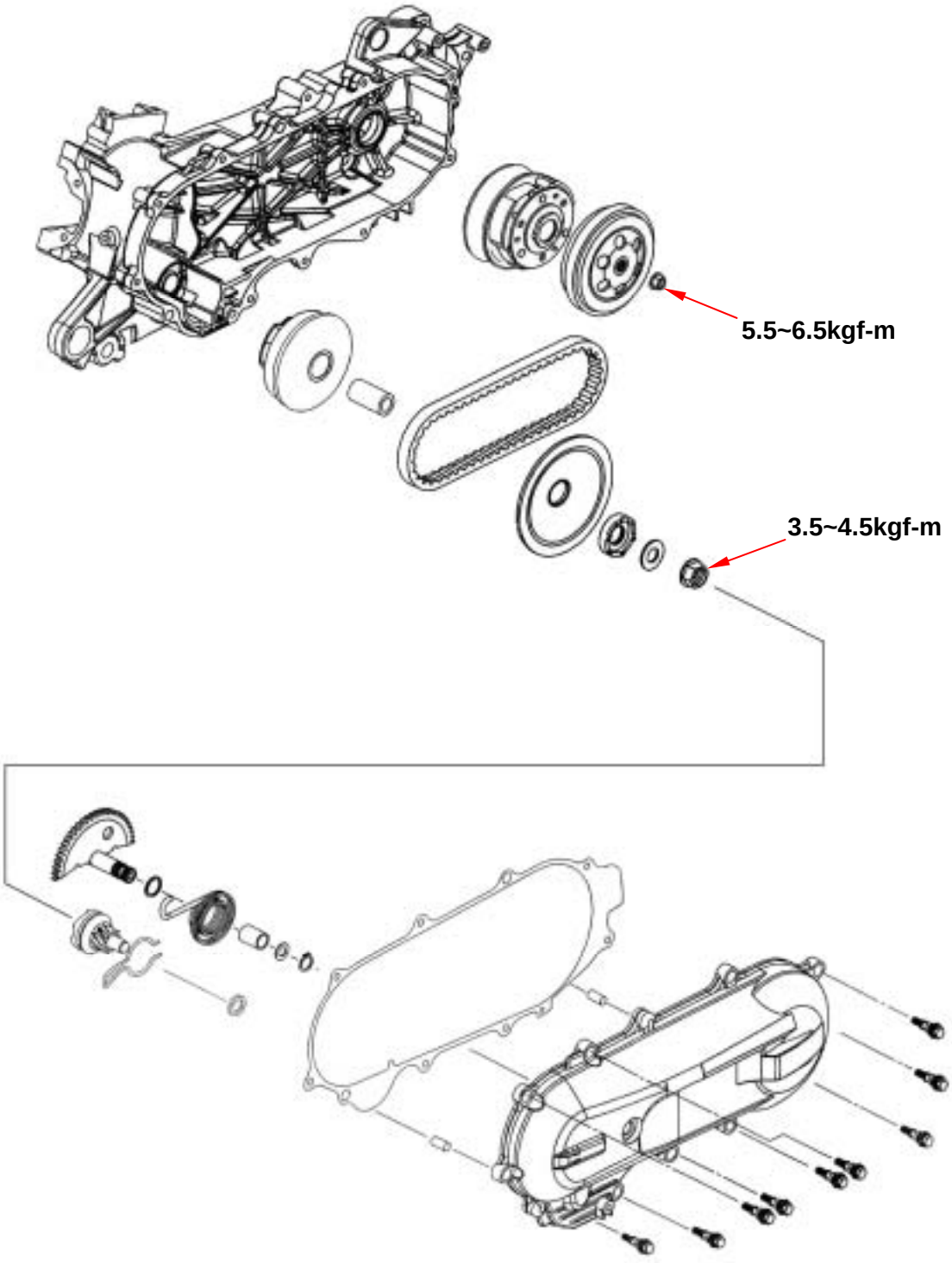
- Clean dirt and metal pieces inside the flywheel.
- Make sure that there is no foreign material inside the flywheel.



Install the flywheel.
Tighten the flywheel 10 mm nut.
Torque value: 3.5~4.5kgf-m
Install the removed parts in reverse order of removal procedures.
Start engine and check its ignition timing.



Maintenance Information ····· 8-2	Drive Belt ····· 8-5
Trouble Shooting ····· 8-2	Movable Drive Face ····· 8-6
Left Crankcase Cover ····· 8-3	Clutch/Driven Pulley ····· 8-10
Reassembly Of Kick Starter ····· 8-4	
Installation Of The Left Crankcase Cover ····· 8-4	



Maintenance Information

Precautions In Operation

The surfaces of drive belt and driven pulley must be free of grease.

Specification

Item	Standard value (mm)
Drive belt width	**18.0**
ID of movable drive face	**23.964~23.985**
OD of movable drive face boss	**20.01~20.026**
OD of weight roller	**12.95~13.00**
ID of clutch outer	**107.0~107.2**
Thickness of clutch weight	**4.0~4.1**
Free length of driven pulley spring	**87.9**
OD of driven pulley	**33.965~33.985**
ID of movable driven face	**33.000**

ID: Inner Diameter
OD: Outer diameter

Torque Values:

Movable drive face 3.5~4.5kgf-m
Driven pulley plate 5.5~6.5kgf-m

Trouble Shooting

Engine can be started but motorcycle cannot be moved

1. Worn drive Belt
2. Worn ramp plate
3. Worn or damaged clutch weight
4. Broken driven pulley spring

Shudder or misfire when drive

1. Broken clutch weight
2. Worn clutch weight

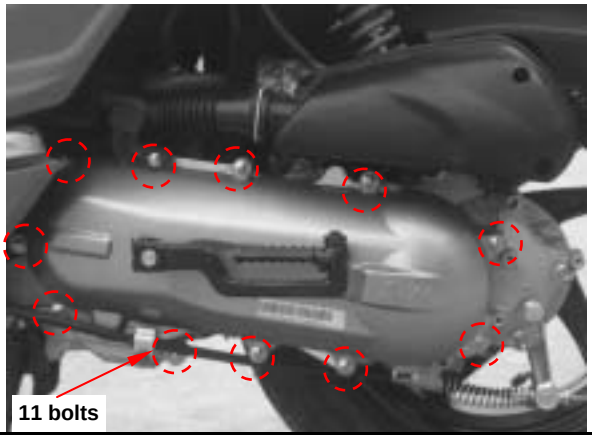
Insufficient horsepower or poor high-speed performance

1. Worn drive belt
2. Insufficient spring capacity of driven pulley
3. Worn weight roller
4. Driven pulley operation un-smoothly

Left Crankcase Cover

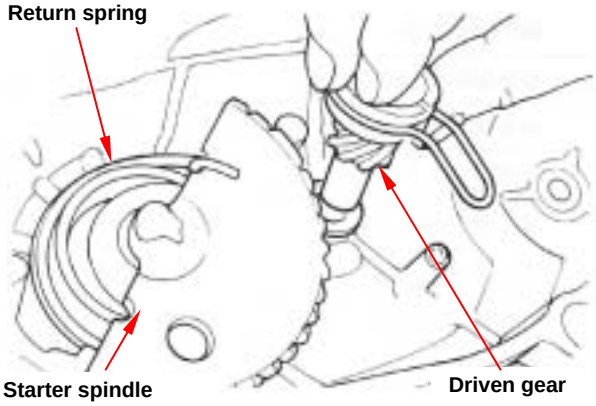
Left crankcase cover removal

Remove rear left body side cover.
Remove air cleaner (2 bolts).
Remove kick-start arm (1 bolt).
Remove left crankcase cover (11 bolts).



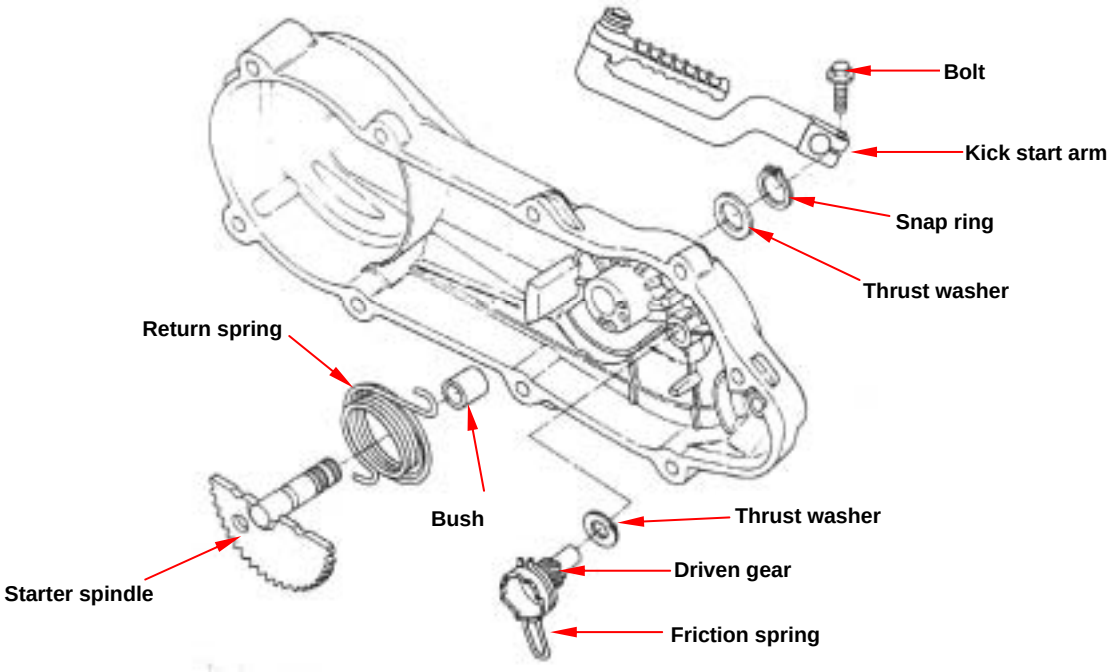
Disassembly of Kick Starter

Remove snap clip and thrust washer from left crankcase cover.
Install kick-start arm, rotate the lever slightly and then remove driven gear and washer.
Remove the kick-starter arm, kick starter spindle, and return spring as well as socket.



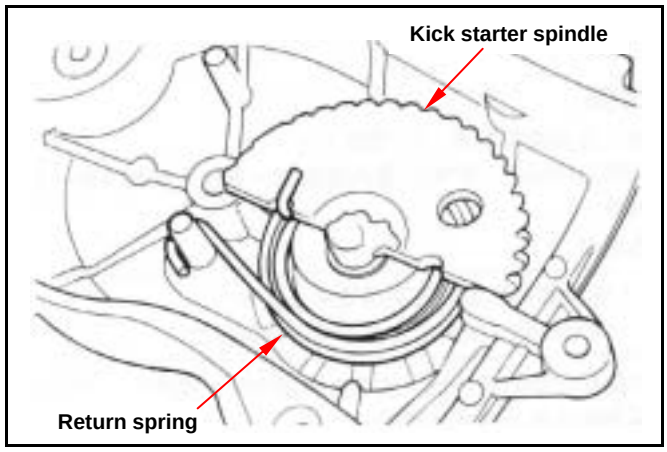
Inspection of kick Starter

Check if starter spindle, driven gear for wear or damage.

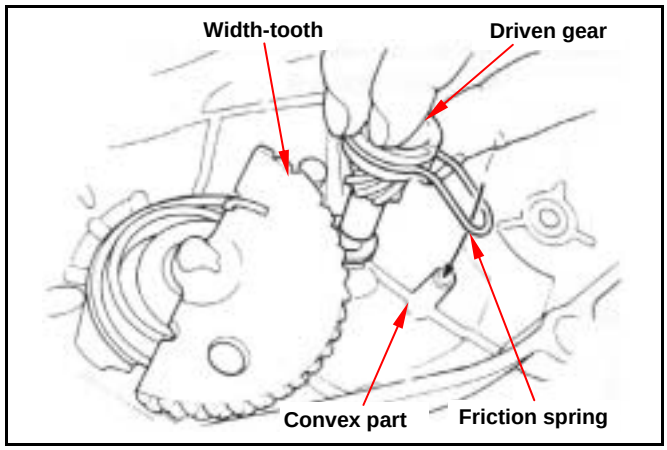


Reassembly of Kick Starter

Install bush, return spring and starter spindle as diagram shown.
Install thrust washer and snap clip onto starter spindle.

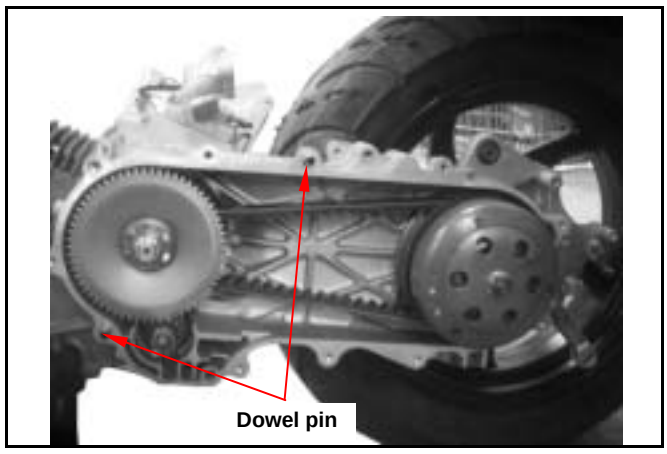


Install kick-starter lever temporary.
Slightly rotate the lever and then align driven gear with width-tooth on the starter spindle.
Install the friction spring of drive gear onto convex part of the cover.

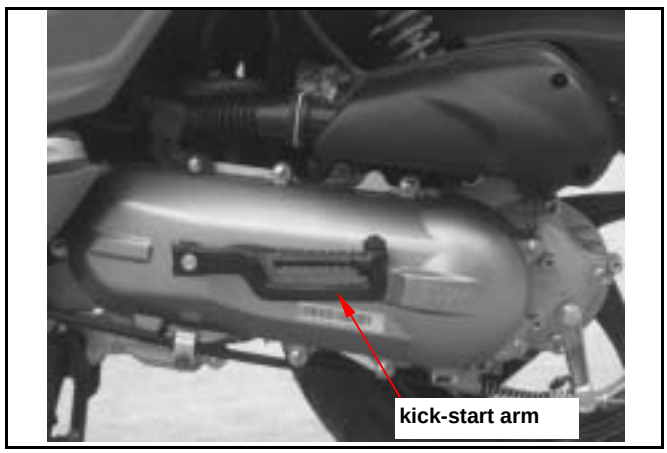


Installation of the Left Crankcase Cover

Install the dowel pin and gasket.
Install the left crankcase cover.



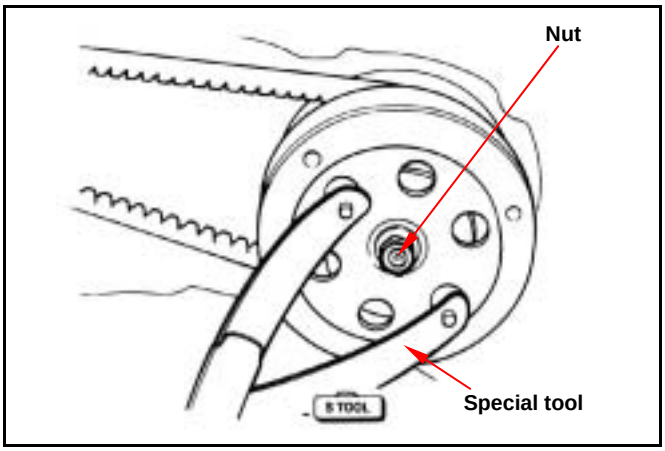
Install kick-start arm.



Drive Belt

Removal

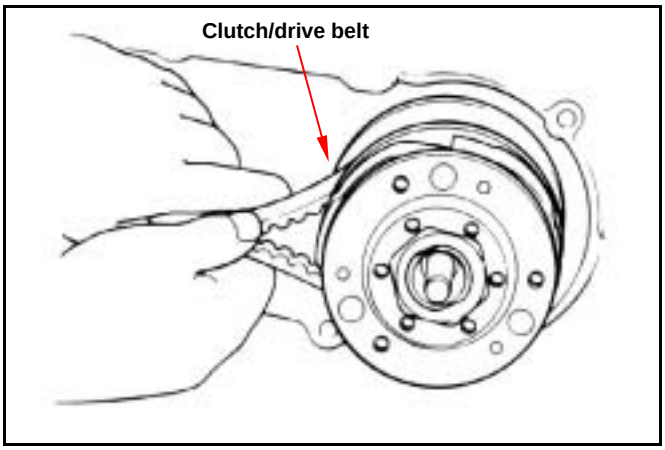
Remove left crankcase cover.
Hold clutch outer with universal holder, and remove nut and clutch outer.



Caution

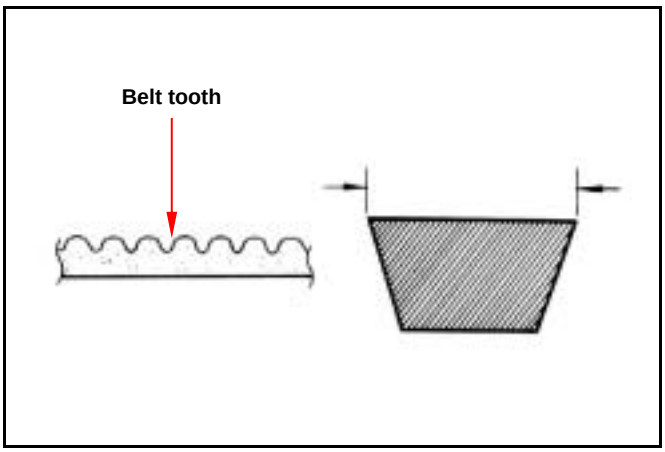
- Using special tools for tightening or loosening the nut.
- Fixed rear wheel or rear brake will damage reduction gear system.

Push the drive belt into belt groove as diagram shown so that the belt can be loosened, and then remove the driven pulley.
Remove driven pulley/clutch. Do not remove drive belt.
Remove the drive belt from the groove of driven pulley.



Inspection

Check the drive belt for crack or wear. Replace it if necessary.
Measure the width of drive belt as diagram shown. Replace the belt if exceeds the service limit.



Caution

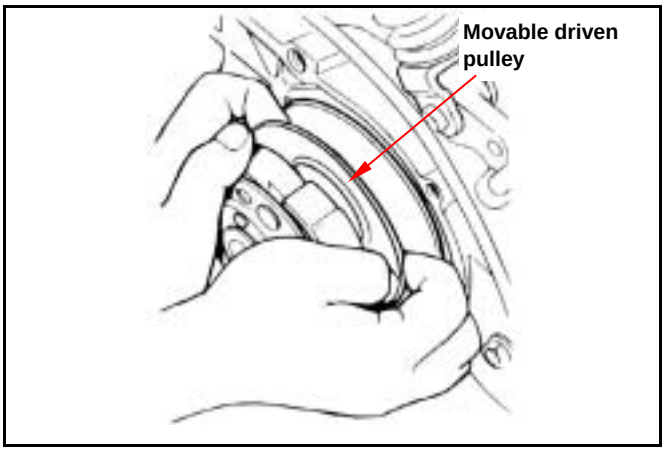
- Using the genuine parts for replacement
- The surfaces of drive belt or pulley must be free of grease.
- Clean up all grease or dirt before installation.

Installation

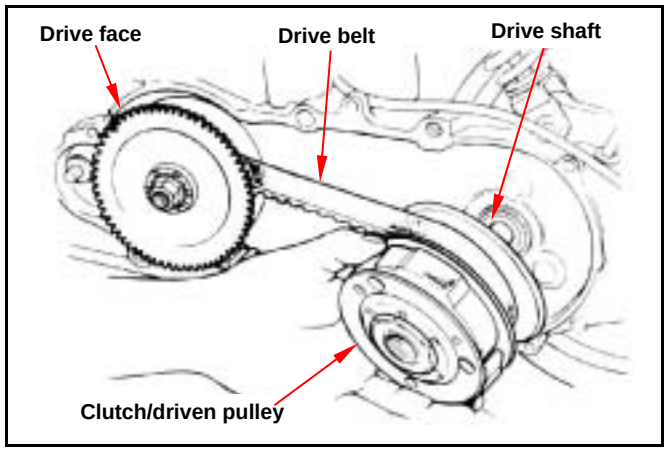
Caution

- Pull out driven pulley to avoid it closing.

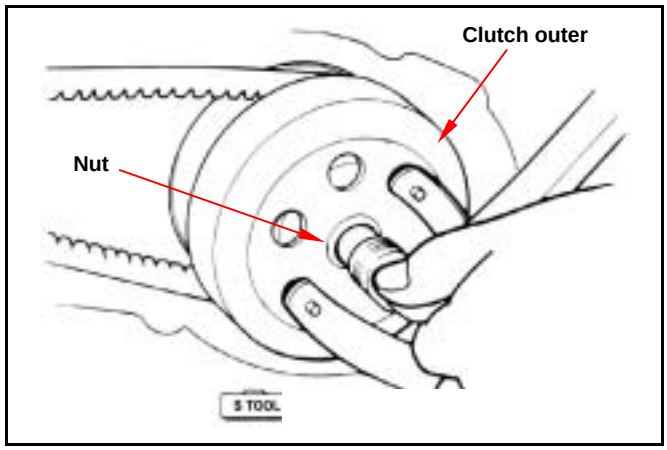
Install drive belt onto driven pulley.



Install the driven pulley that has installed the belt onto drive shaft.



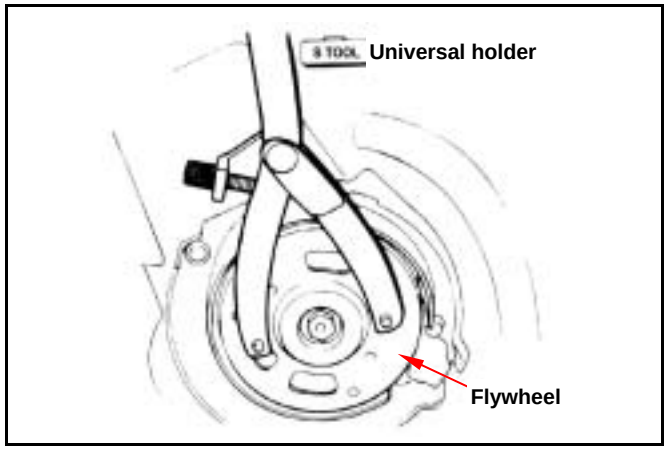
Hold the clutch outer, and then tighten nut to specified torque value.
Torque value: 5.5~6.5kgf-m



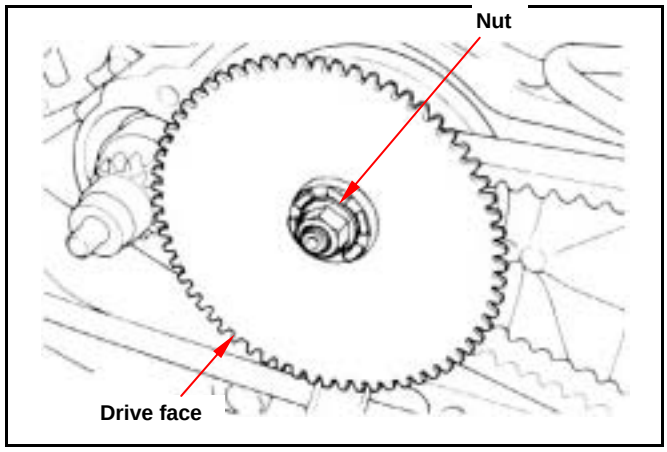
Movable Drive Face

Removal

Remove fan cover and fan.
Remove left crankcase cover.
Hold generator flywheel with universal holder, and then remove drive face nut.

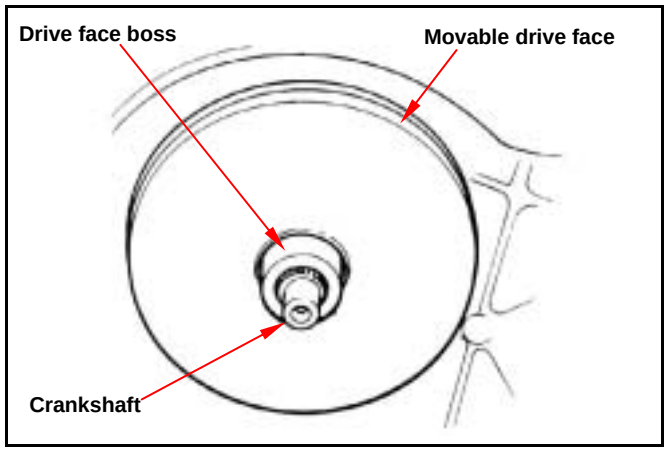


Remove drive face.

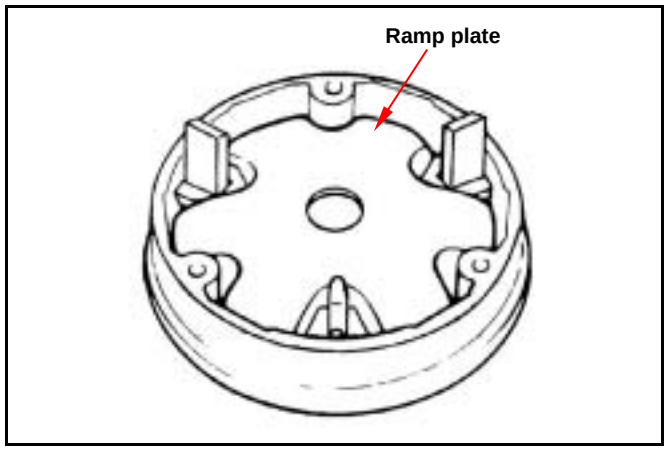


Removal

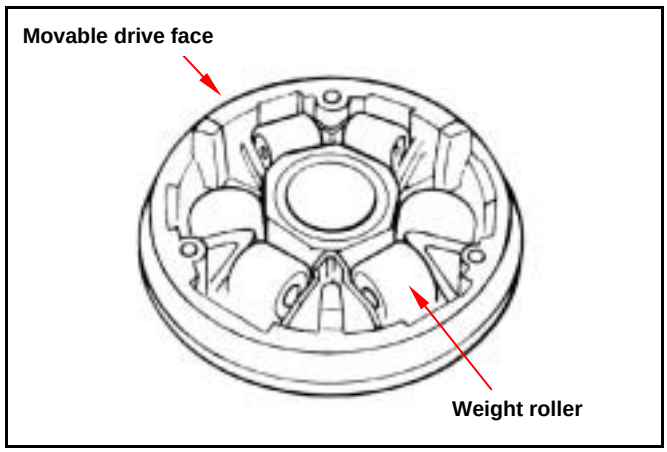
Remove movable drive face set and drive belt from crankshaft.



Remove ramp plate.

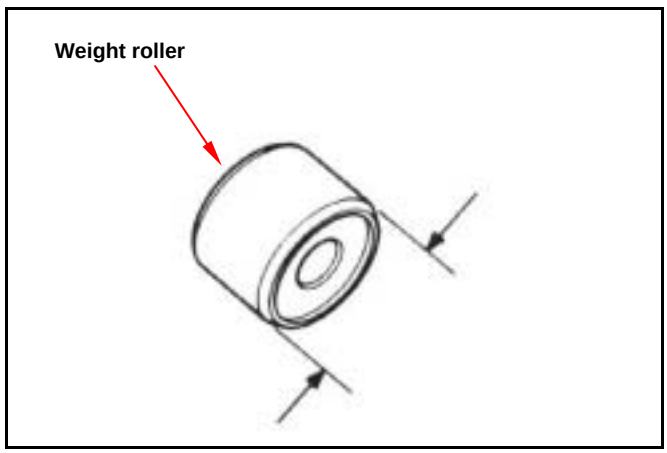


Remove weight rollers from movable face.



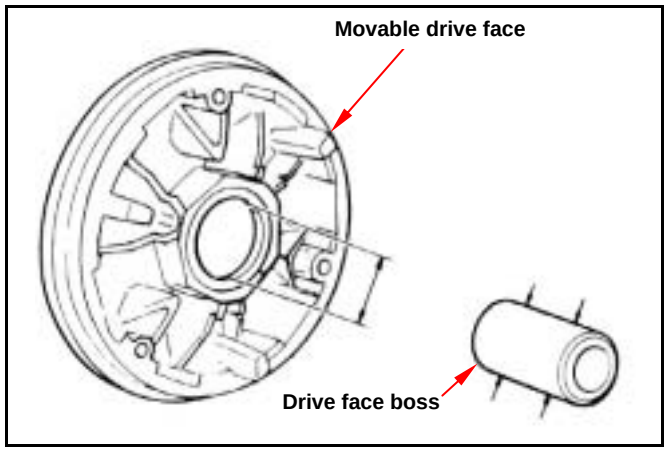
Inspection

The weight roller is to press movable driven face by means of centrifuge force. Thus, if weight rollers are worn out or damage, the centrifuge force will be affected.
Check if rollers are wearing out or damage. Replace it if necessary.
Measure each roller's outer diameter. Replace it if exceed the service limit.



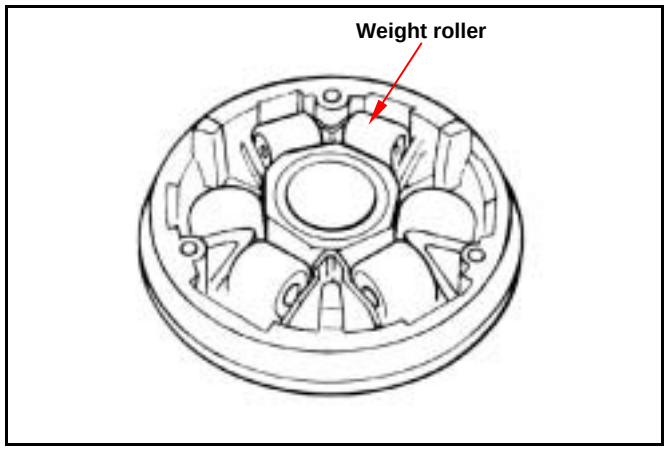
Check if movable drive face boss is worn or damage and replace it if necessary.
Measure the outer diameter of drive face boss, and replace it if it exceed service limit.

Measure the inner diameter of drive face, and replace it if it exceed service limit.

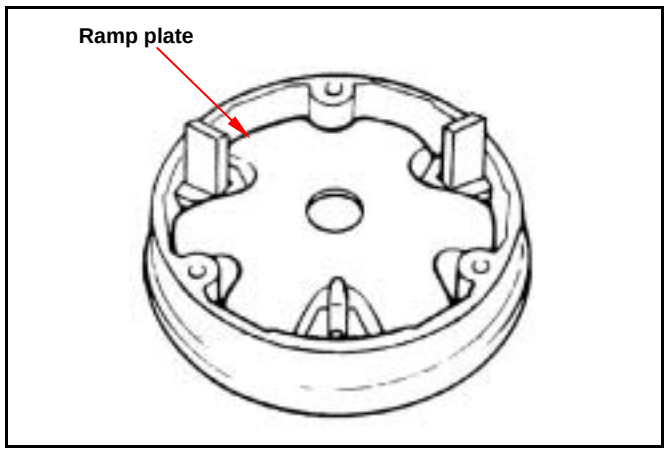


Reassembly / Installation

Install weight rollers.



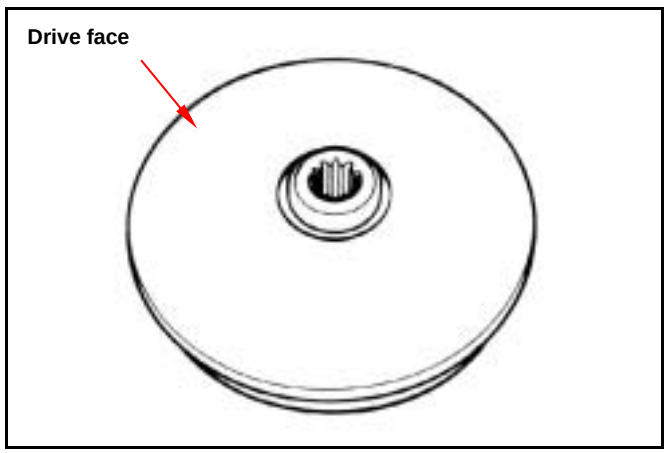
Install ramp plate.



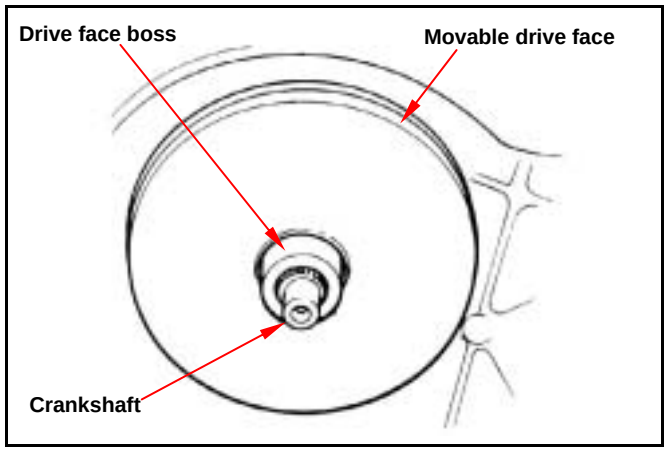
Apply with some grease to inside of movable drive face, and install drive face boss.

Caution

- The drive face has to be free of grease. Clean it with cleaning solvent.

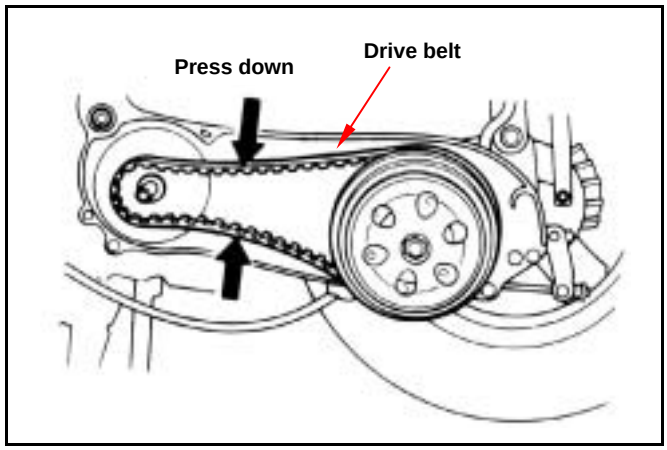


Install movable drive face assembly onto crankshaft.



Drive Face Installation

Press drive belt into pulley groove, and then pull the belt on to crankshaft.

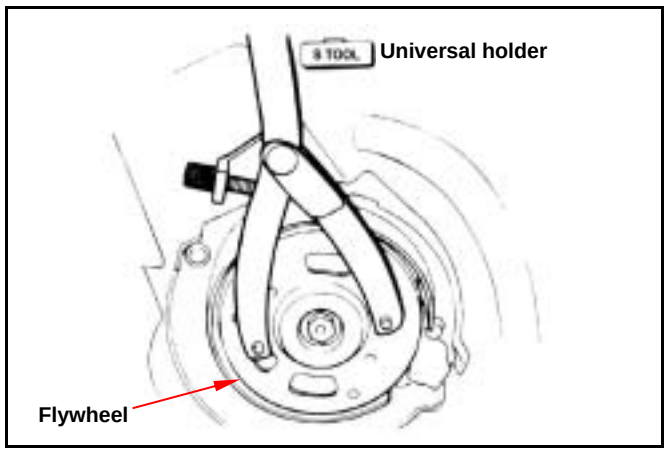


Install drive face, washer and nut.

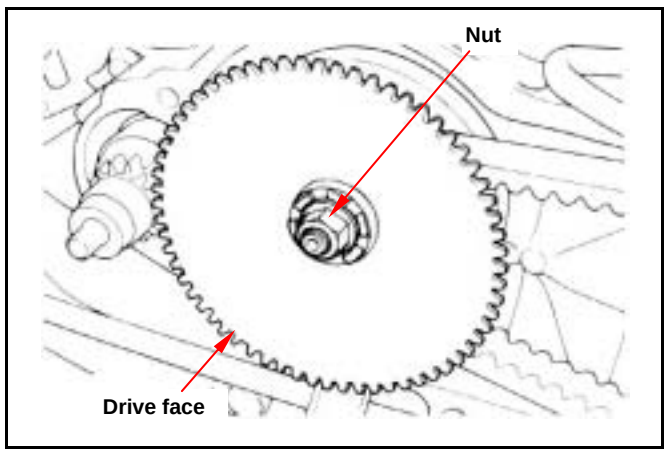
Caution

- Make sure that two sides of drive face have to be free of grease. Clean it with cleaning solvent.

Hold flywheel with universal holder.



Tighten nut to specified torque.
Torque value: 3.5~4.5kgf-m
Install left crankcase cover.

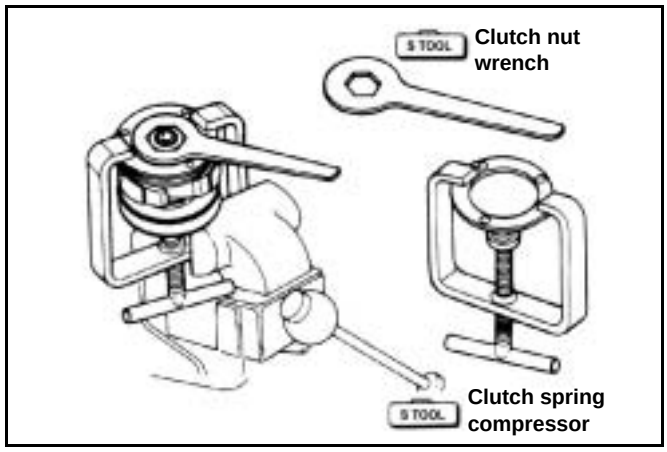


Clutch/Driven Pulley

Disassembly

Remove drive belt and clutch/driven pulley.
Install clutch spring compressor onto the pulley assembly, and operate the compressor to let nut be installed more easily.

Special tool:
Clutch spring compressor
Clutch nut wrench

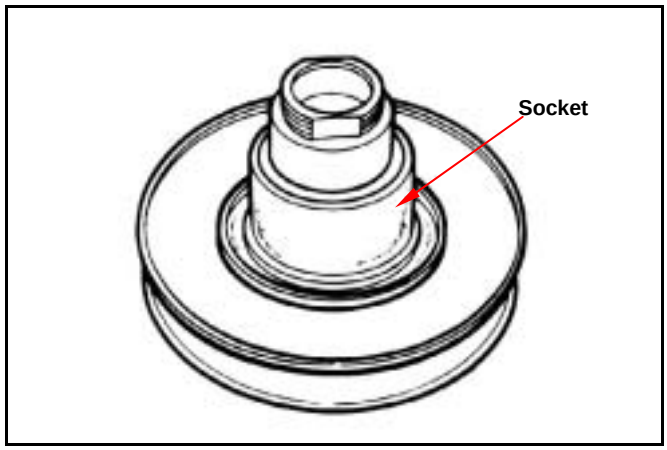


Caution

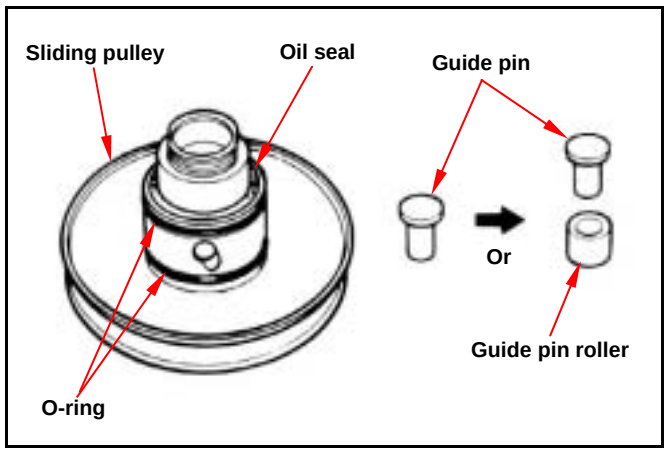
- Do not press the compressor too much.

Hold the clutch spring compressor onto bench vise, and then remove mounting nut with clutch nut wrench.
Release the clutch spring compressor and remove clutch and spring from driven pulley.

Remove socket from sliding pulley.



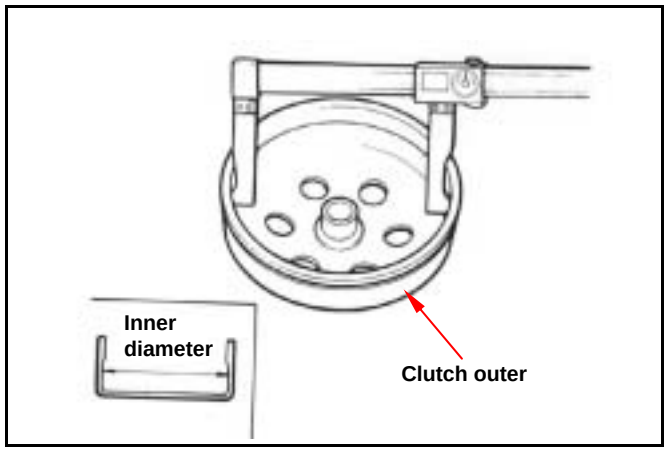
Remove guide pin, guide pin roller, and driven pulley, and then remove O-ring & oil seal seat from sliding pulley.



Inspection

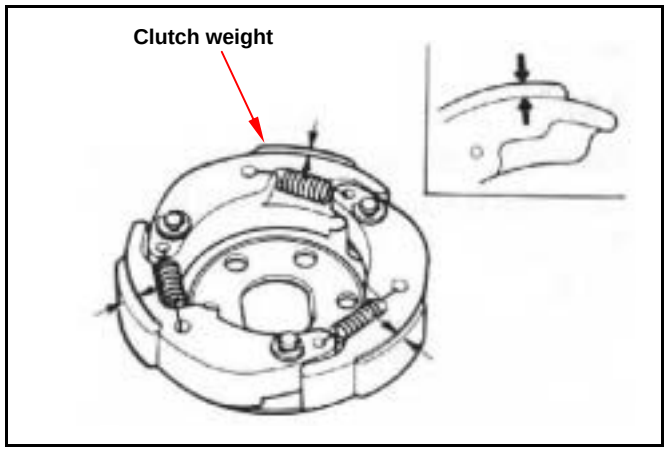
Clutch outer

Measure the inner diameter of clutch outer friction face. Replace clutch outer if exceed service limit.



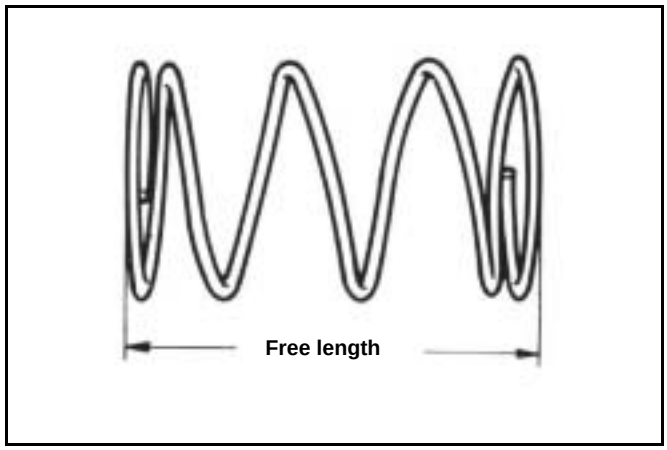
Clutch weight

Measure each clutch weight thickness. Replace it if exceeds service limit.



Driven pulley spring

Measure the length of driven pulley spring. Replace it if exceeds service limit.

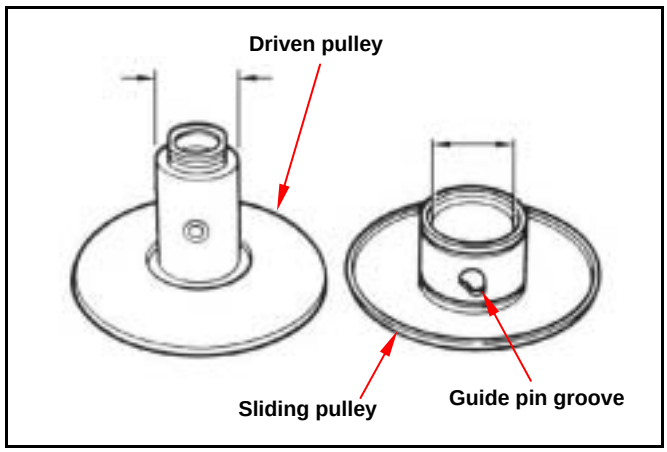


Driven pulley

Check following items:

- If both surfaces are damage or wear.
- If guide pin groove is damage or wear.

Replace damaged or worn components.
Measure the outer diameter of driven pulley and the inner diameter of sliding pulley. Replace it if exceeds service limit.

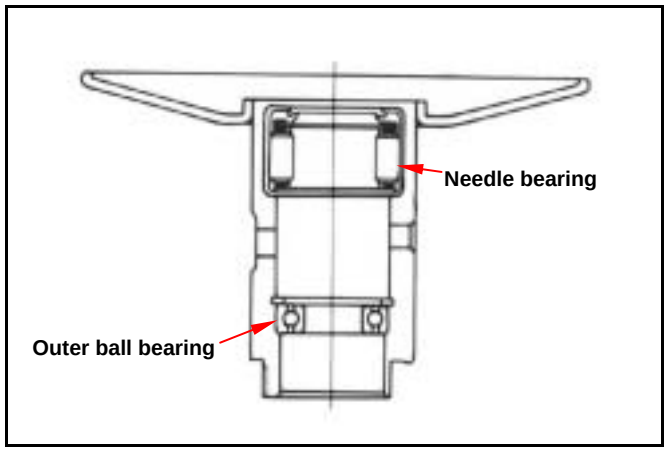


Driven Pulley Bearing Inspection

Check if the inner bearing oil seal is damage. Replace it if necessary.
Check if needle bearing is damage or too big clearance. Replace it if necessary.
Rotate the inside of inner bearing with fingers to check if the bearing rotation is in smooth and silent. Check if the bearing outer parts are closed and fixed. Replace it if necessary.

Caution

- Some of models are equipped with two ball bearings.



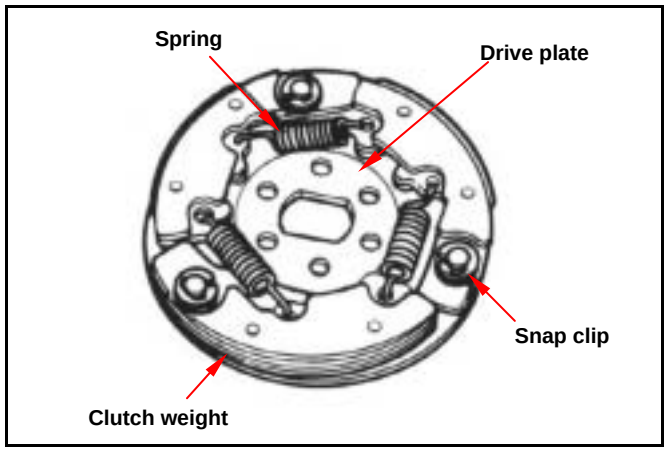
Clutch Block Replacement

Remove clip and washer, and then remove clutch weight and spring from drive plate.

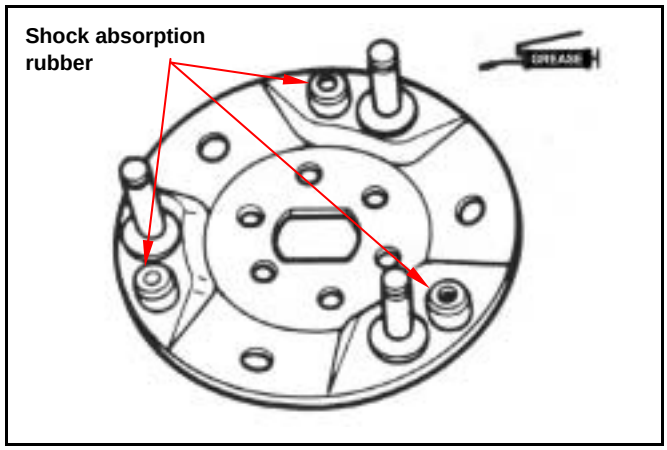
Caution

- Some of models are equipped with one mounting plate instead of 3 snap clips.

Check if spring is damage or insufficient elasticity.



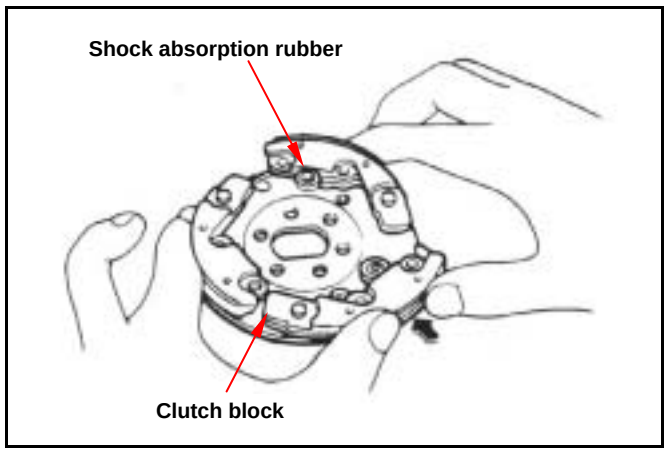
Check if shock absorption rubber is damage or deformation. Replace it if necessary.
Apply with grease onto lock pins.



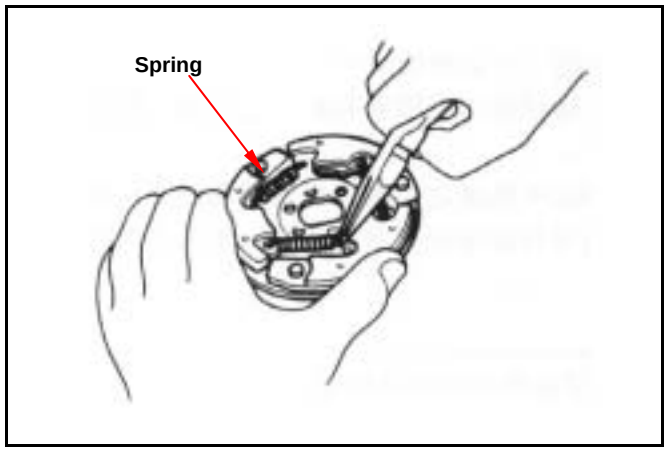
Install new clutch weight onto lock pin and then push to specific location.
Apply with grease onto lock pins. But, the clutch weight should not be greased. If so, replace it.

Caution

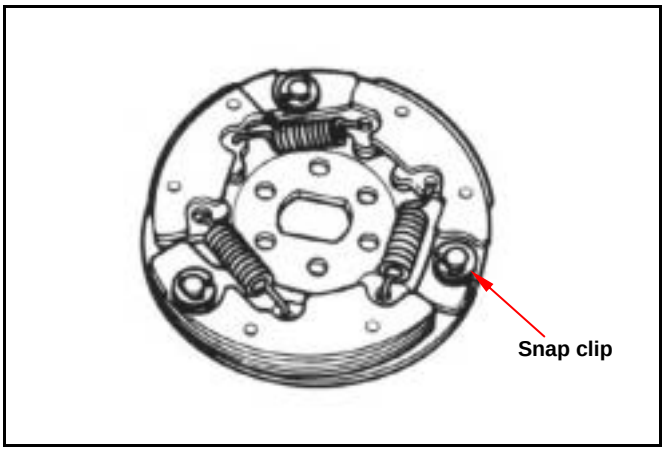
- Grease or lubricant will damage the clutch weight and affect the weight's connection capacity.



Install the spring into groove with pliers.



Install snap clip and mounting plate onto lock pin.

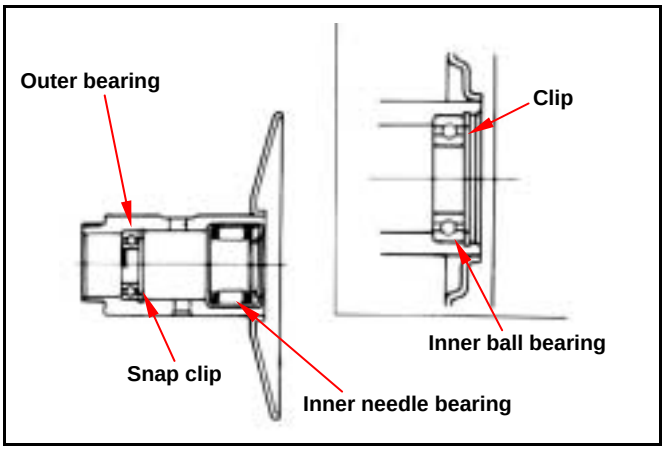


Replacement of Driven Pulley Bearing

Remove inner bearing.

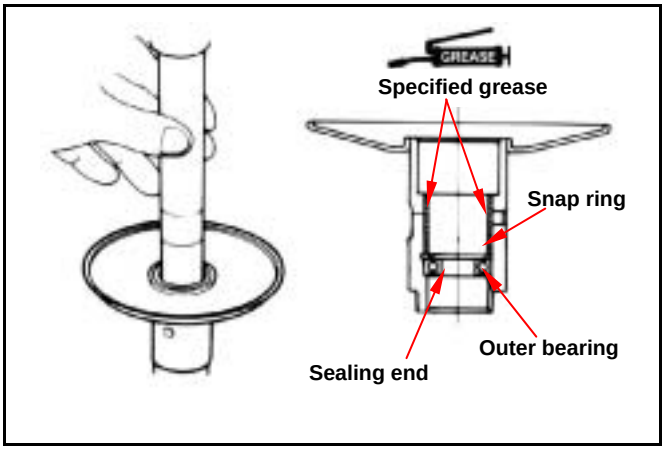
Caution

- If the inner bearing equipped with oil seal on side in the driven pulley, then remove the oil seal firstly.
- If the pulley equipped with ball bearing, it has to remove snap clip and then the bearing.



Remove snap clip and then push bearing forward to other side of inner bearing.

Place new bearing onto proper position and its sealing end should be forwarded to outside. Apply with specified grease.

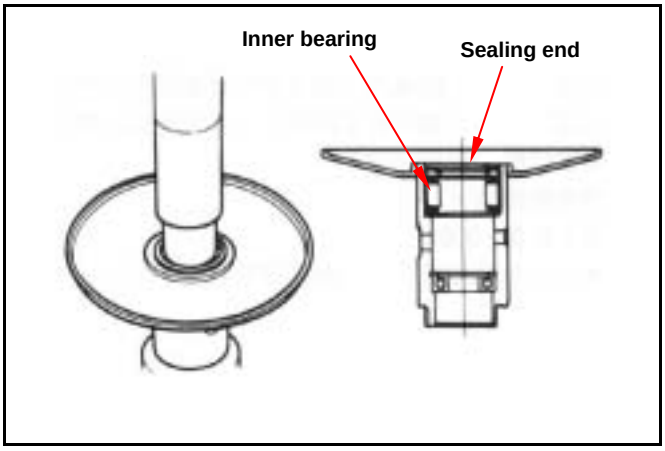


Install new inner bearing.

Caution

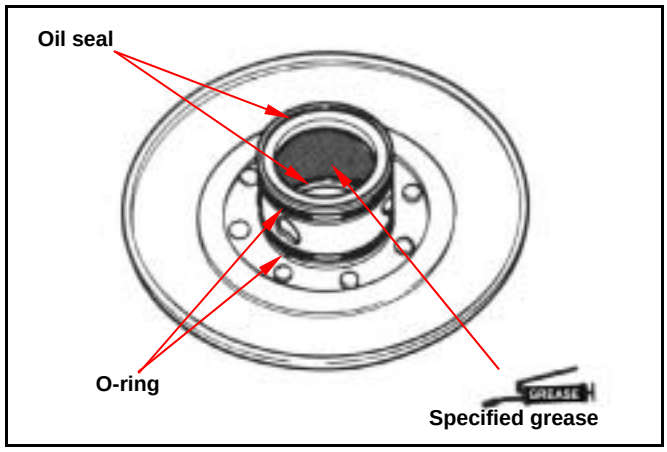
- Its sealing end should be forwarded to outside as bearing installation.
- Install needle bearing with hydraulic presser. Install ball bearing by means of hydraulic presser or driver.

Install snap clip into the groove of drive face. Align oil seal lip with bearing, and then install the new oil seal (if necessary).

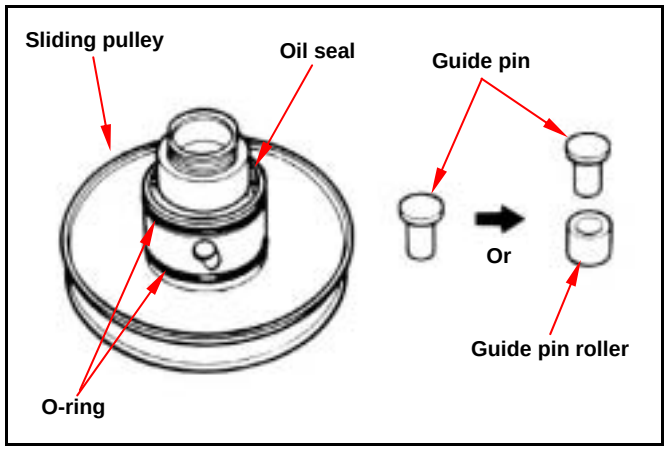


Installation of Clutch/Driven Pulley Assembly

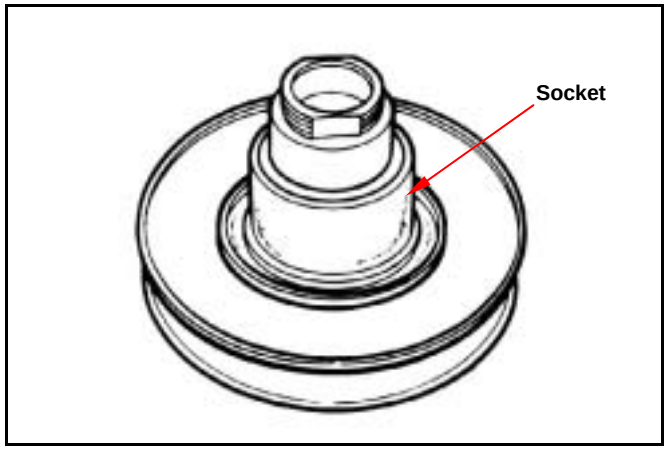
Install new oil seal and O-ring onto sliding pulley. Apply with specified grease to lubricate the inside of sliding pulley.



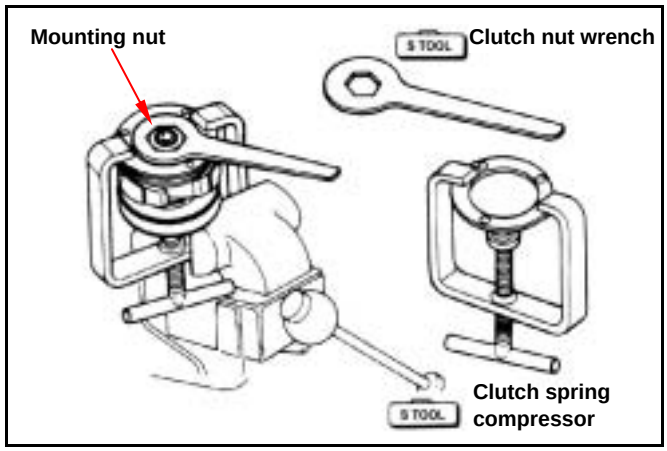
Install sliding pulley onto driven pulley.
Install guide pin and guide pin roller.



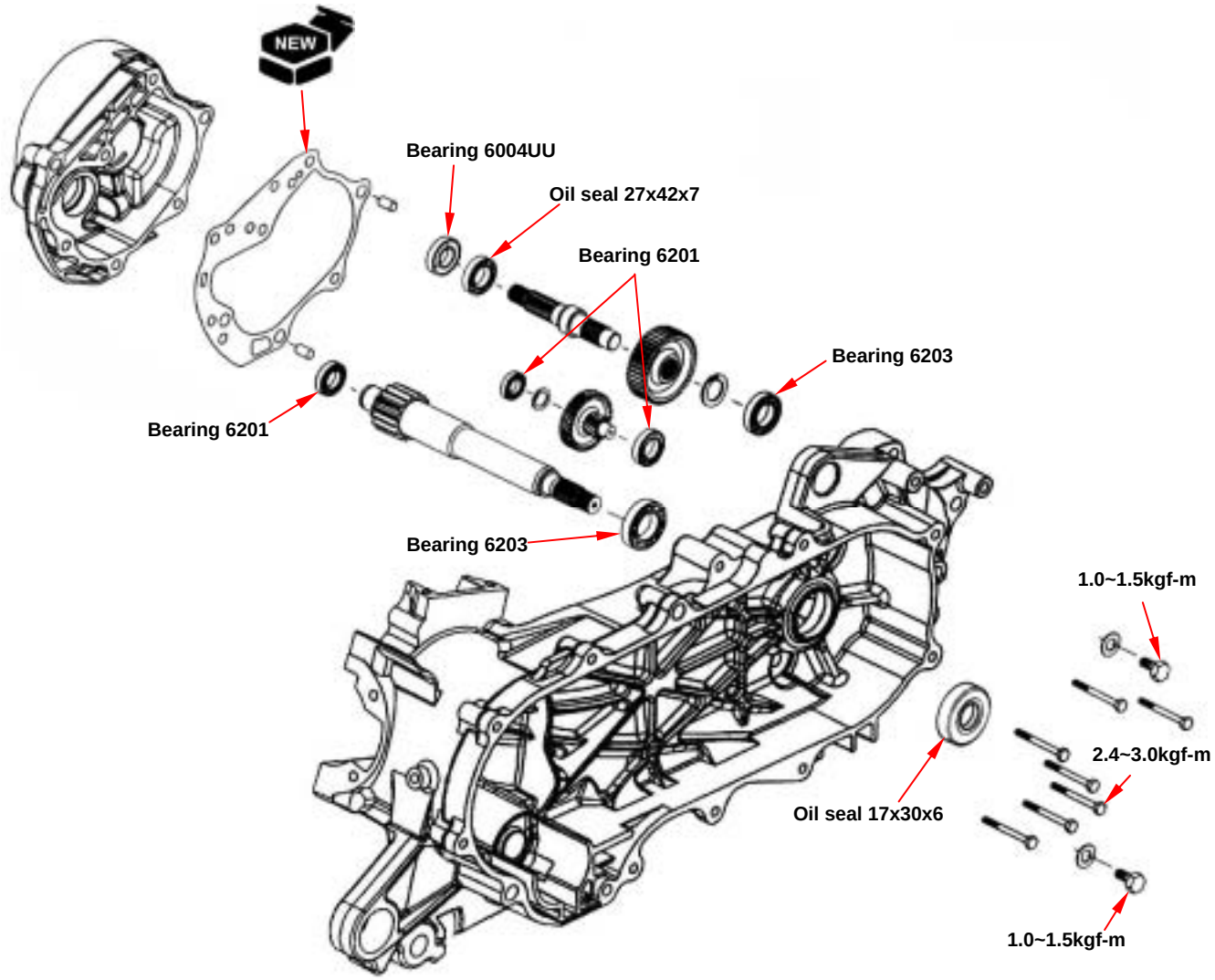
Install socket.



Install driven pulley, spring and clutch into clutch spring compressor, and press down the assembly by turning manual lever until mounting nut that can be installed.
Hold the compressor by bench vise and tighten the mounting nut to specified torque with clutch nut wrench.
Special tool:
Clutch spring compressor
Clutch nut wrench
Remove the clutch spring compressor.
Torque value: 3.5~4.5kgf-m
Install clutch/driven pulley and drive belt onto drive shaft.



Maintenance Information ····· 9-2	Inspection of Final Driving Mechanism ····· 9-6
Troubleshooting ····· 9-2	Bearing Replacement ····· 9-7
Disassembly of Final Driving Mechanism ····· 9-3	Re-Assembly of Final Driving Mechanism ····· 9-8



Maintenance Information

Limited usage of gear oil: gear oil #140
Recommended oil: Bramax serial oil.
Oil quantity: 110 c.c. (100 c.c. as replacement)

Torque Values:

Mission cover bolt	2.4~3.0kgf-m
Mission oil drain bolt	1.0~1.5kgf-m
Mission oil check bolt	1.0~1.5kgf-m

Troubleshooting

Trouble Diagnosis

Engine can be started but scooter cannot be moved

1. Damaged drive gear
2. Burnt out or seized drive gear

Noise

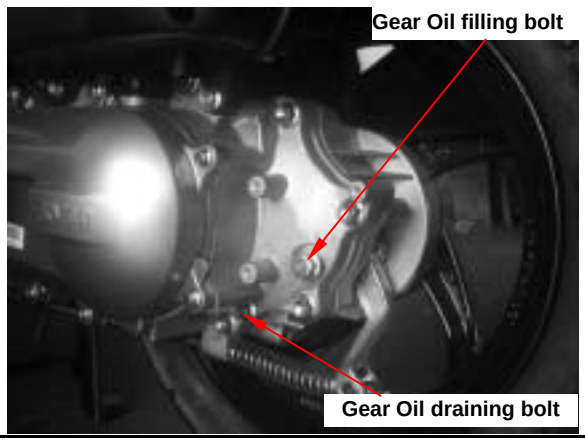
1. Seized, worn or damage gear
2. Worn or loose bearing

Gear oil leaks

1. Excessive gear oil.
2. Worn or damage oil seal

Disassembly of Final Driving Mechanism

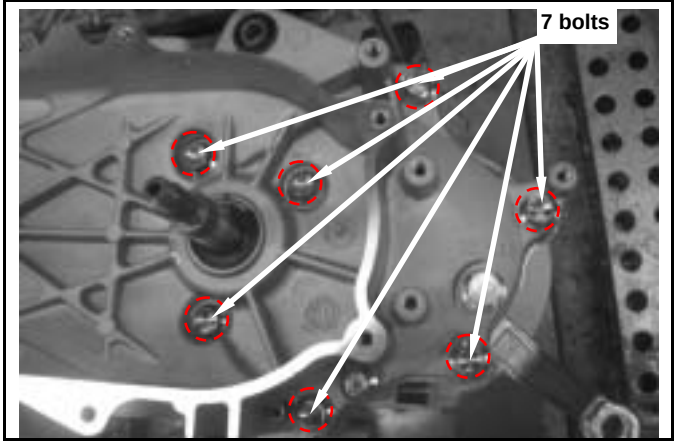
Remove driven pulley
Remove gear oil drain bolt and filling bolt.
Drain gear oil out from gearbox.



Remove muffler and rear wheel.



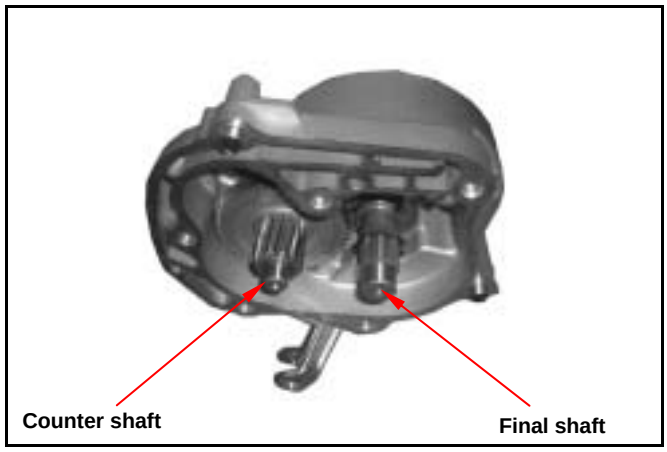
Remove gearbox cover mounting bolts from the clutch side (7 bolts).



Remove the mission cover from the rear wheel side.



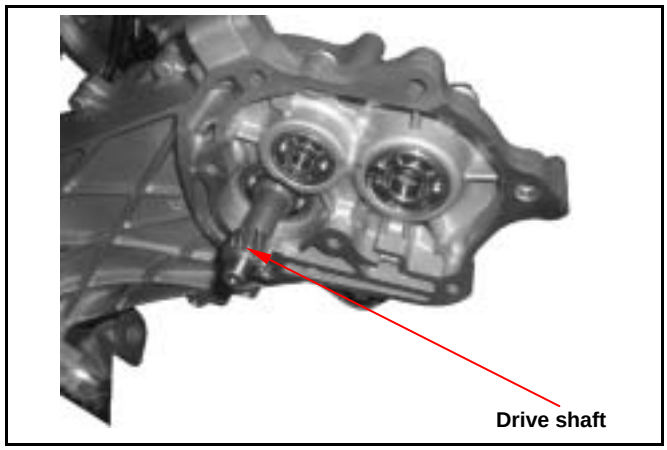
Remove final gear, final shaft and counter gear, counter shaft.



Remove the drive shaft from left crankcase.

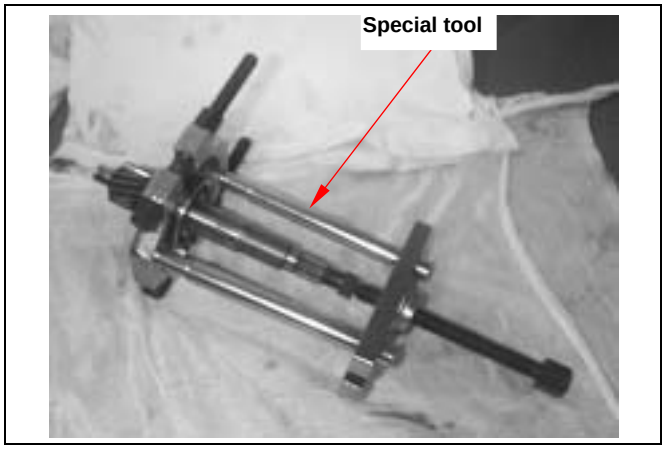
Caution

The bearing must be replaced when removing the drive shaft.

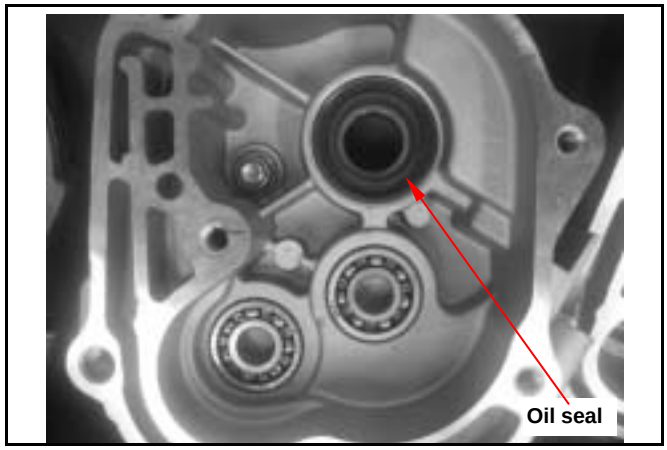


Drive shaft is pulled out with it's bearing, then remove the bearing with bearing puller and shaft protector.

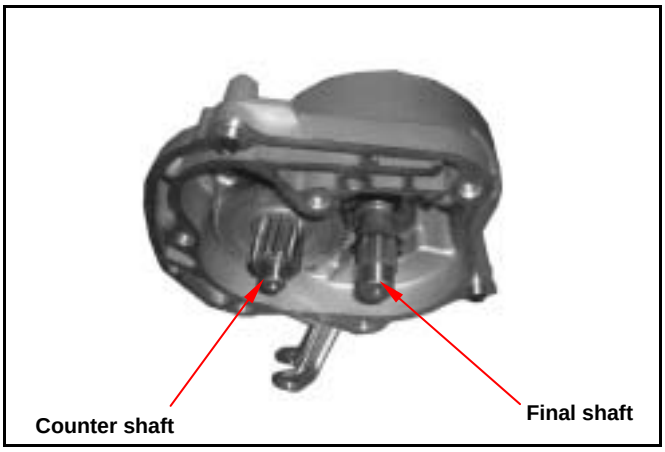
Special tool:
Multi-functional bearing puller or Outer bearing puller
Shaft protector



Remove drive shaft oil seal and bearing from left crankcase.



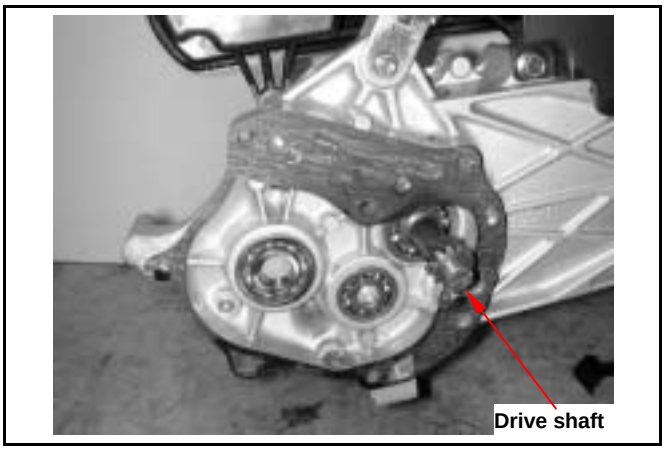
Remove final gear, final shaft and counter gear, counter shaft.



Remove the drive shaft from left crankcase.

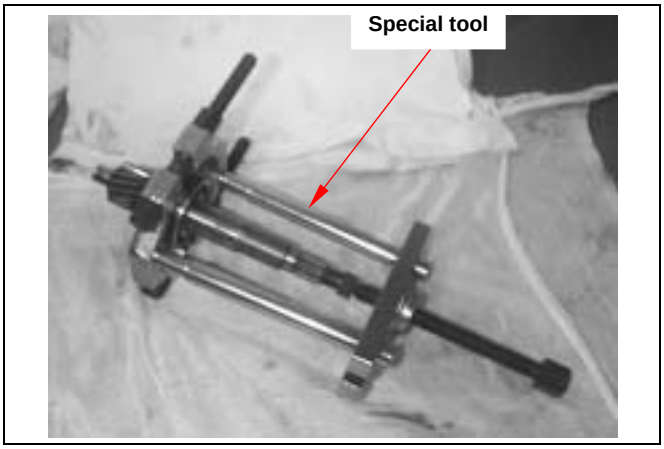
⚠ Caution

The bearing must be replaced when removing the drive shaft.

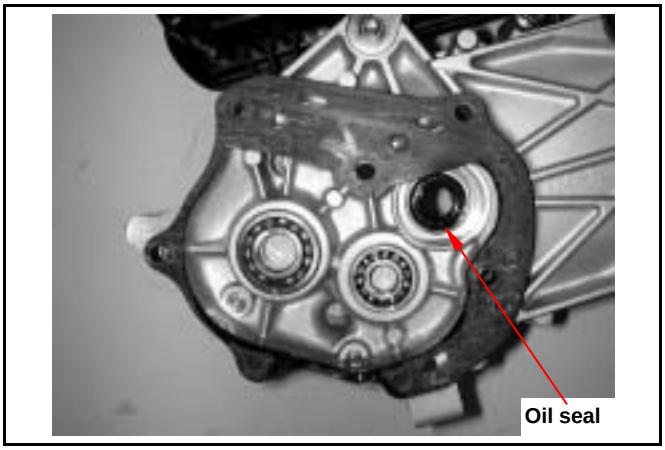


Drive shaft is pulled out with it's bearing, then remove the bearing with bearing puller and shaft protector.

Special tool:
Multi-functional bearing puller or outer bearing puller
Shaft protector

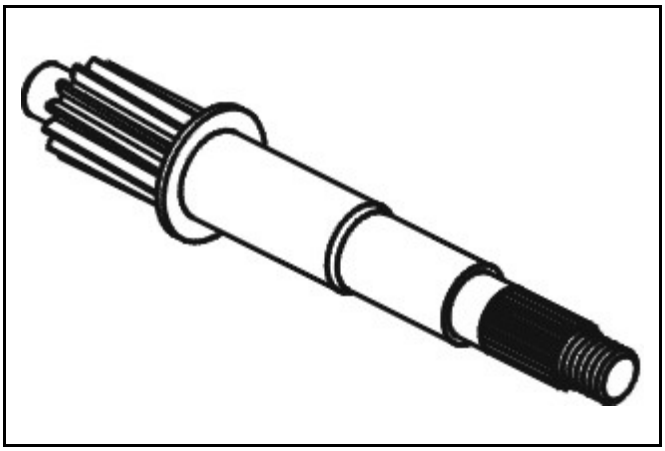


Remove drive shaft oil seal and bearing from left crankcase.



Inspection of Final Driving Mechanism

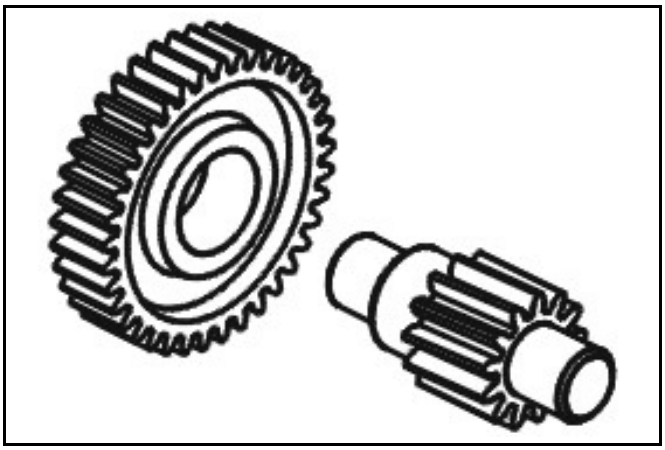
Check if the drive shaft are burn, wear or damage and replace it if necessary.



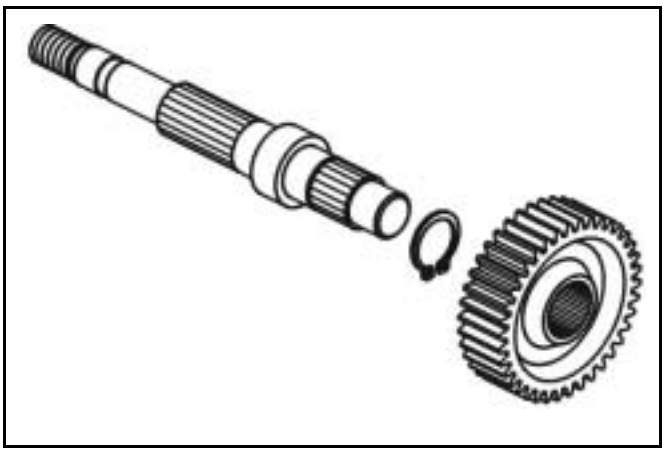
Caution

- If remove the drive shaft from the gear box upper side, then its bearing has to be replaced.

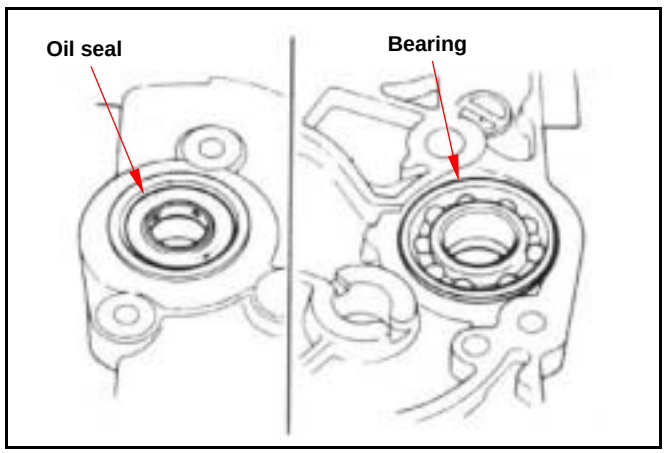
Check if the countershaft is wear or damage and replace it if necessary.



Check if the final shaft and gear are burn, wear or damage and replace it if necessary.



Check bearings on gearbox cover.
Rotate each bearing's inner ring with fingers.
Check if bearings can be turned in smooth and silent, and also check if bearing outer ring is mounted on gear tightly.
If bearing rotation is uneven, noising, or loose bearing mounted, then replace it.
Check oil seal for wear or damage, and replace it if necessary.
Check gearbox bearing as the same way above, and replace it if necessary.

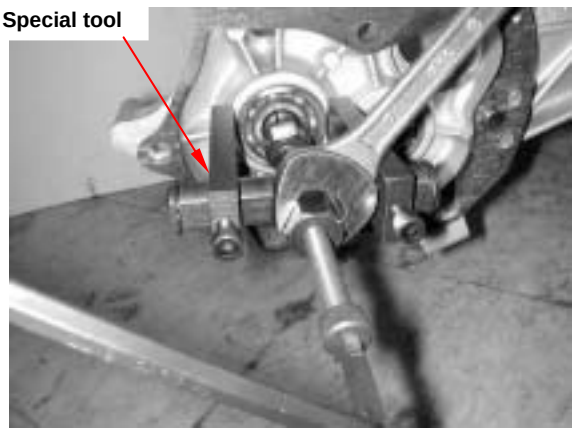


Bearing Replacement

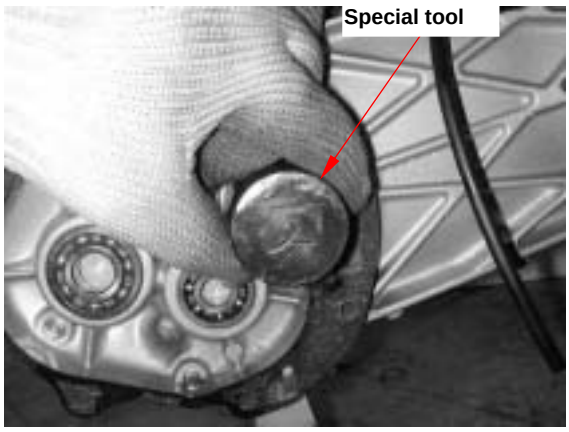
Remove gearbox bearing from left crankcase and gearbox cover using following tools.

Caution

Never install used bearings. Once bearing removed, it has to be replaced with new one.



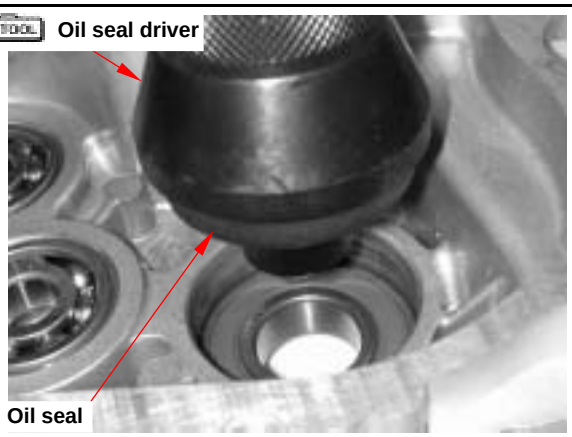
Install new bearings into left crankcase.



Install new bearings into gearbox cover.
Special tool: Bearing driver

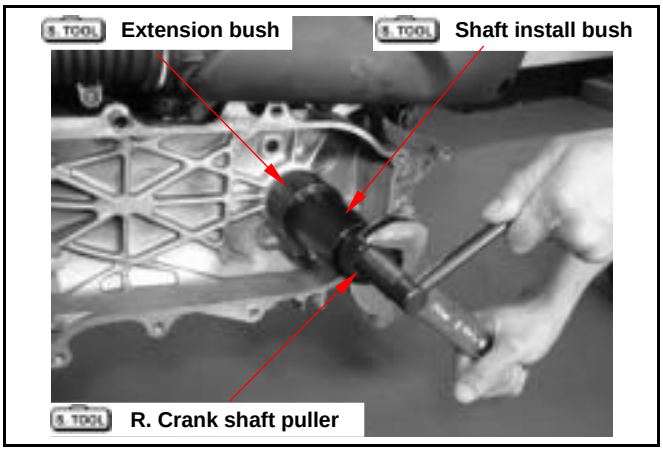


Apply with grease onto final shaft oil seal.
Install the oil seal into gearbox cover.
Special tool:Oil seal driver

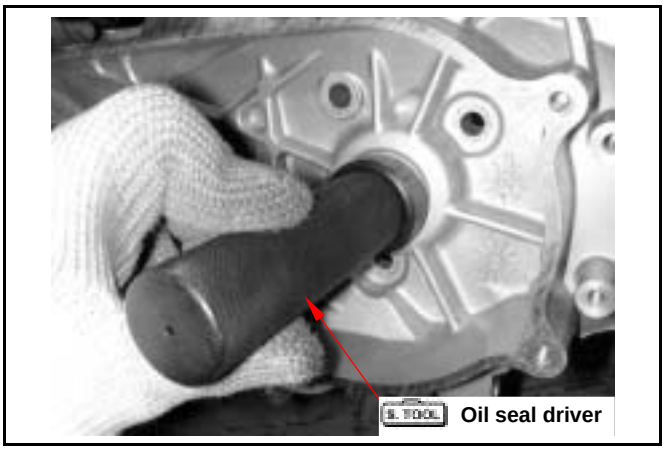


Re-Assembly of Final Driving Mechanism

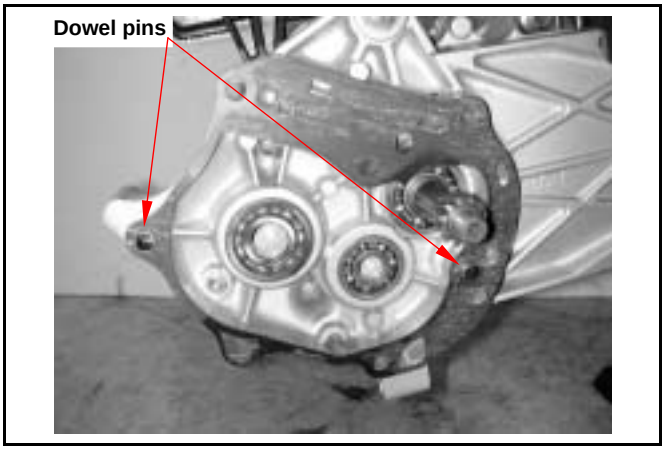
Install drive shaft.
With the special service tools to install drive shaft by through the bearing.
Special tool:
R. Crank shaft puller
L. Crank shaft install bush
Extension bush
Extension bush



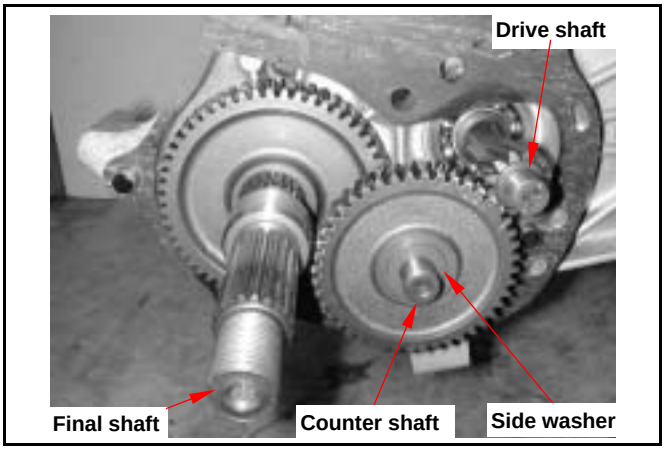
Apply with grease onto drive shaft oil seal.
Install the oil seal to left crankcase.
Special tool:
Drive shaft socket & oil seal driver (17x30x6)



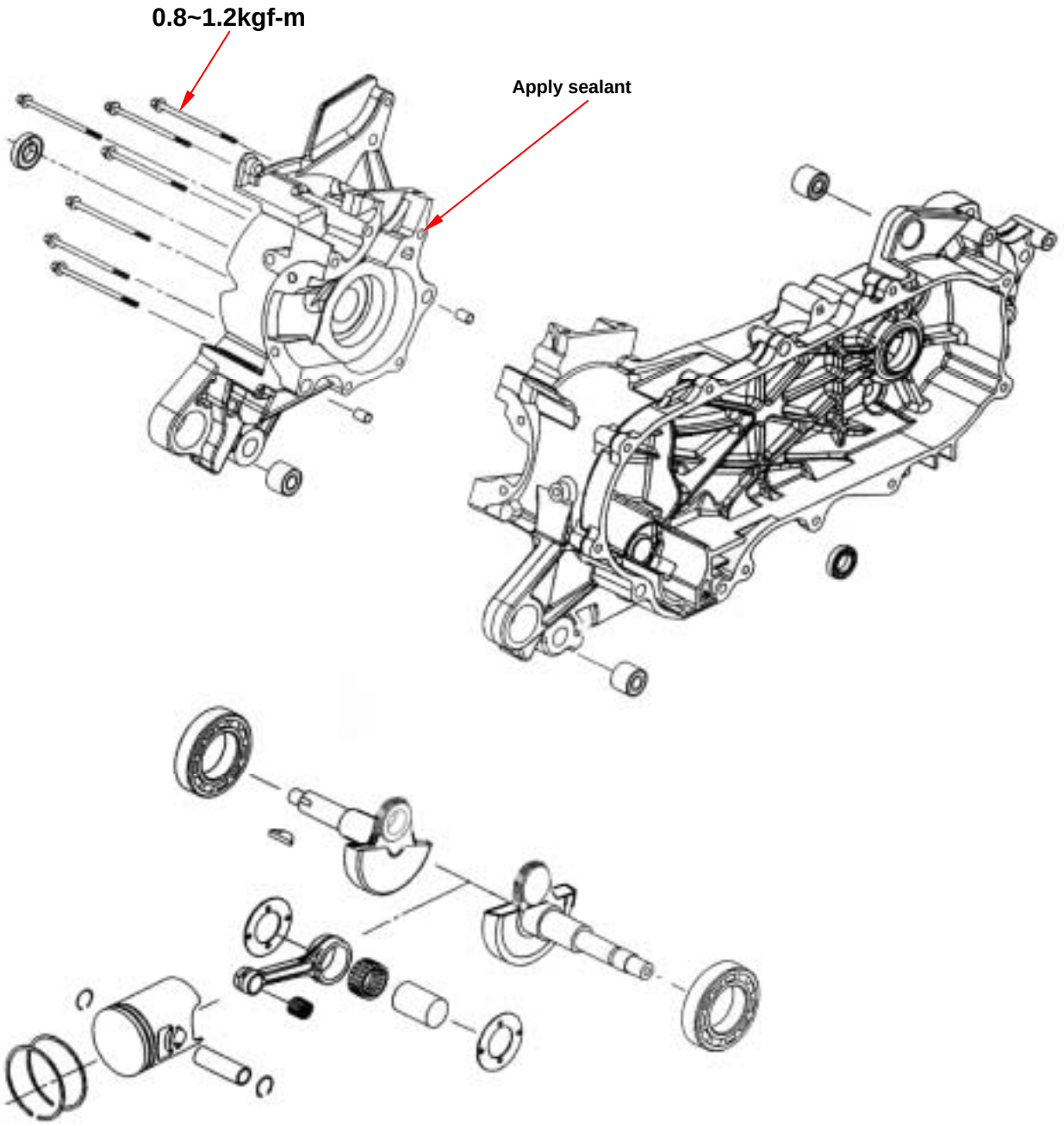
Install 2 dowel pins & new gasket.



Install counter shaft, counter shaft side washer and final shaft into the gearbox.
Install the mission cover and tighten the bolts (7 bolts).
Torque value: 2.4~3.0kgf-m
Install driven pulley / clutch outer / belt.
Install movable drive face, drive face and left crankcase cover.
Install rear wheel.
Add gear oil.
Gear oil quantity: 105±5c.c.



Maintenance Information ····· 10-2	Crankshaft Removal ····· 10-3
Troubleshooting ····· 10-2	Crankshaft Inspection ····· 10-4
Crankcase Disassembly ····· 10-3	Crankcase Installation ····· 10-5



Maintenance Information

- This chapter concerns disassembly of the crankcase for repair purpose.
- Before disassembling crankcase, except removing engine firstly, following components must be removed too.
- Carburetor (chapter 10)
- Oil pump (chapter 3)
- Reed valve (chapter 10)
- Driving belt (chapter 7)
- Alternator (chapter 6)
- Cylinder head/cylinder/piston (chapter 5)
- Except above components are needed be removed, when disassembling L crankcase, following components must be removed too.
- Final driving mechanism (chapter 8)
- When assembling both crankcase and crankshaft, it has press the inner ring edge of the crankshaft bearing to push the crankshaft into the crankcase hole by using the specified service tools. The old bearing onto the crankshaft has to be removed. Then install a new bearing onto the crankshaft on the crankcase side. Oil seal has to be replaced with new one after assembled the crankcase.

Item	Standard
Lateral clearance of the big end of the connecting rod	—
Radial clearance of the big end of the connecting rod	—
Crankshaft run-out point A	—
Crankshaft run-out point B	—

Torque Values:

Crankcase bolt 0.8~1.2kgf-m

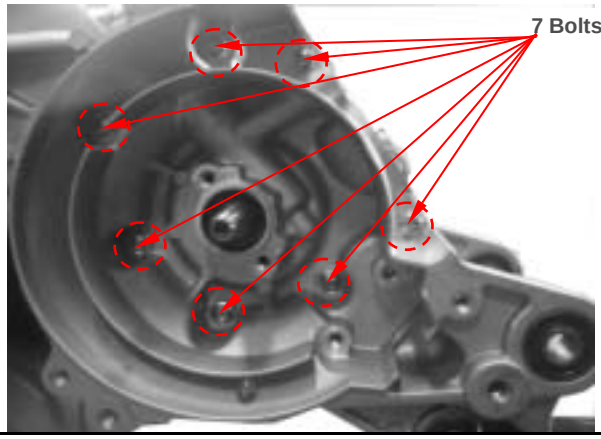
Troubleshooting

Engine noise

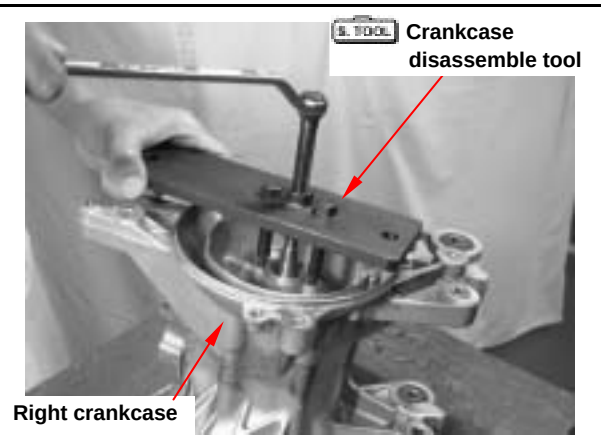
1. Worn bearing of connecting rod bog end
2. Bend connecting rod
3. Worn crankshaft bearing

Crankcase Disassembly

Remove the crankcase bolts.



Install the crankcase puller onto the right crankcase with two (2) bolts, 6mm, as the diagram shown.
Disassemble the right crankcase.
Special Tools:
Crankcase disassemble tool SYM-1120100-G5

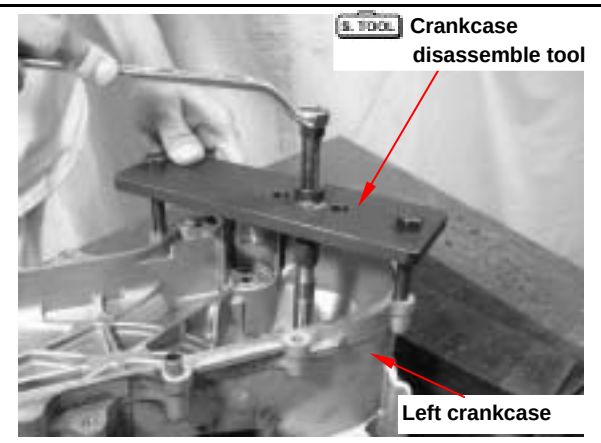


Crankshaft Removal

As the diagram show with 2 special bolts to install the specified service tool onto the left crankcase.
Remove the crankshaft.

Caution

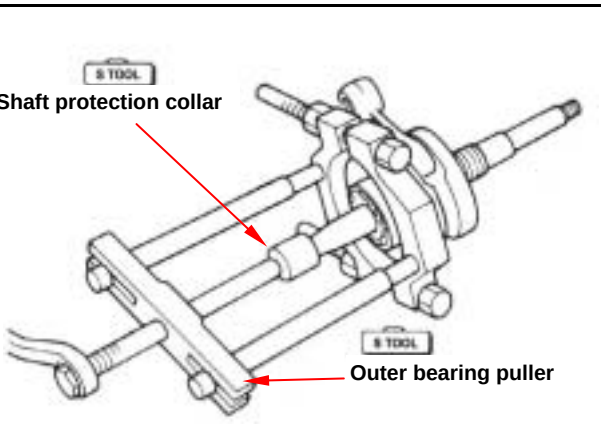
Do not use iron hammer to knock out the crankshaft.



Remove crankshaft bearing with bearing puller.
Remove the right and left side oil seals.

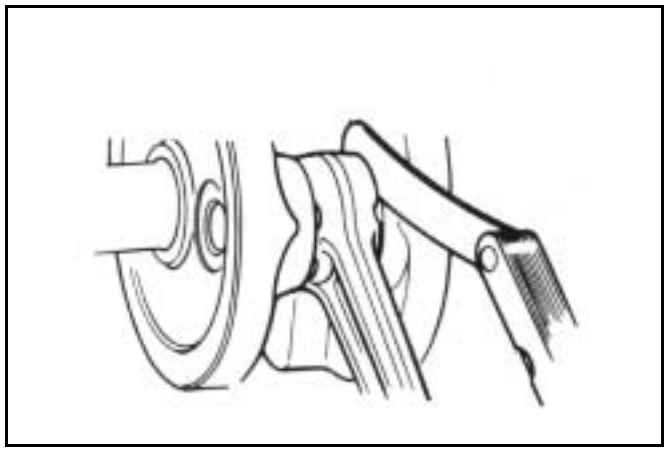
Caution

Replace the oil seal with new one as removing the crankshaft.

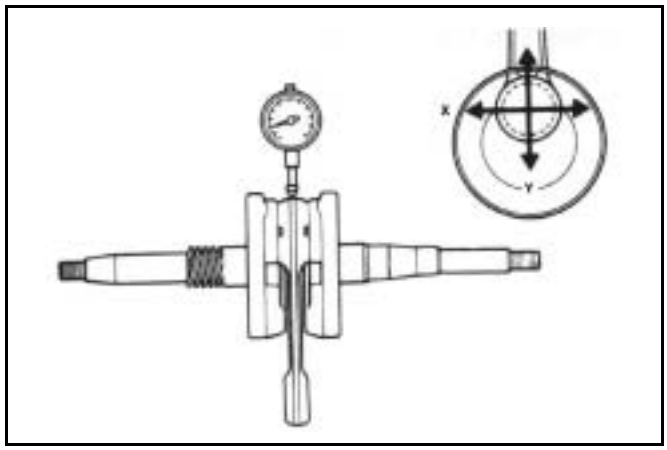


Crankshaft Inspection

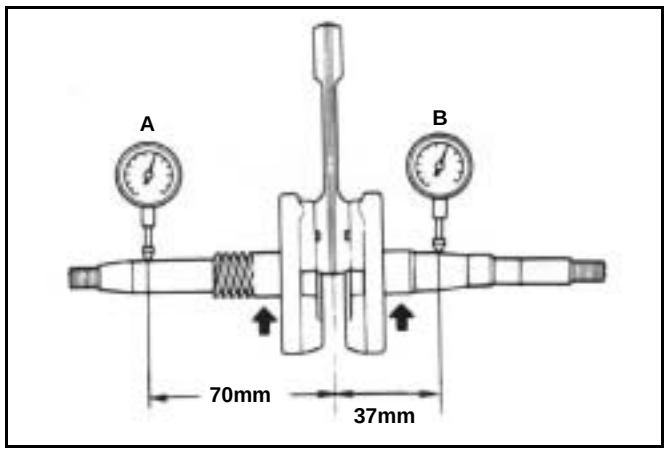
Measure the clearance of connecting rod big end.



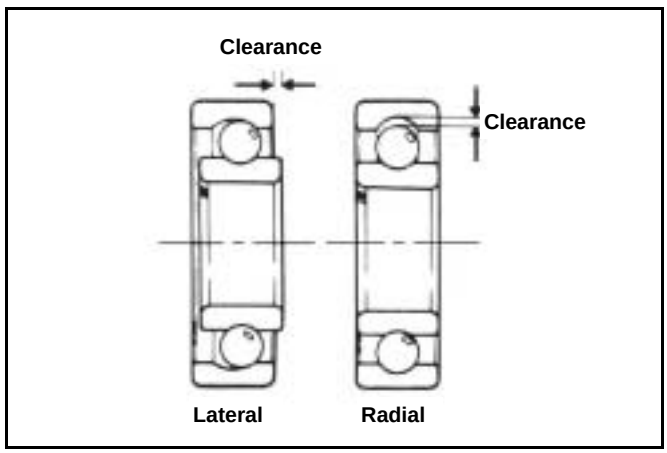
Measure the radial clearance of connecting rod big end at X-Y directions as diagram show.



Place the crankshaft on a V-block, measure run-out points A and B of the crankshaft with dial gauge.



Check the crankshaft bearing by means of turning it with hand. If any noise and bigger clearance are detected, replace the bearing with new one.

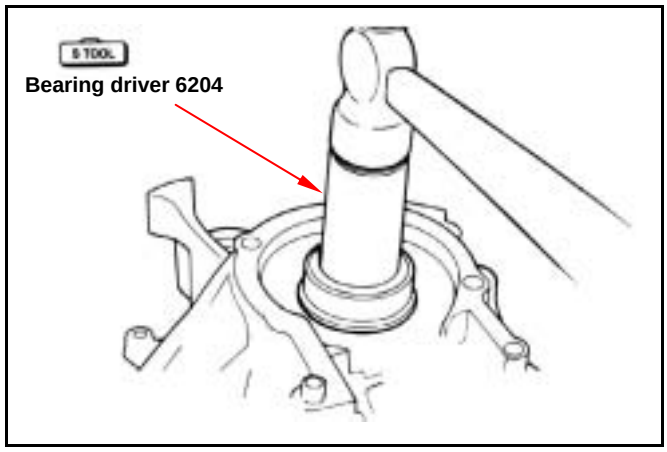


Crankcase Installation

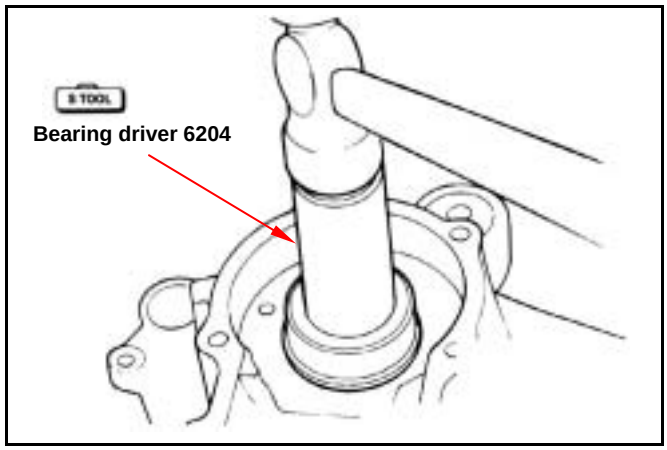
Clean the crankshaft with solvent and blow it with compressed air. Then, check for damage or other foreign materials attached.
Install new bearing into right crankcase.

Caution

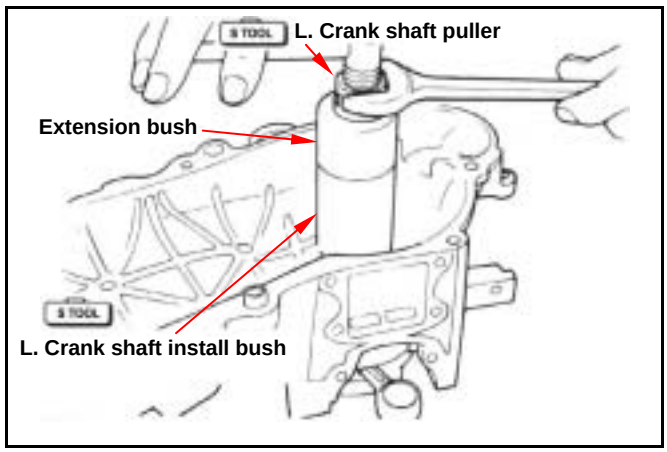
- All rotation and sliding surfaces have to be applied with clean engine oil.
- Remove all gaskets onto the crankcase interfaces and flat it with special tool.



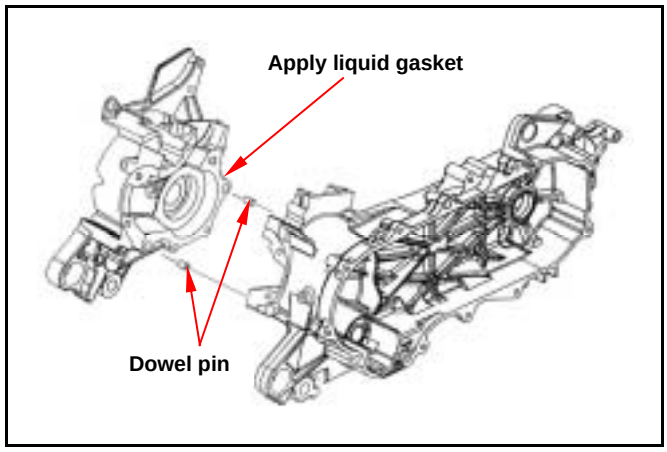
Install new bearing into left crankcase.
Special Tools:
Bearing driver6204



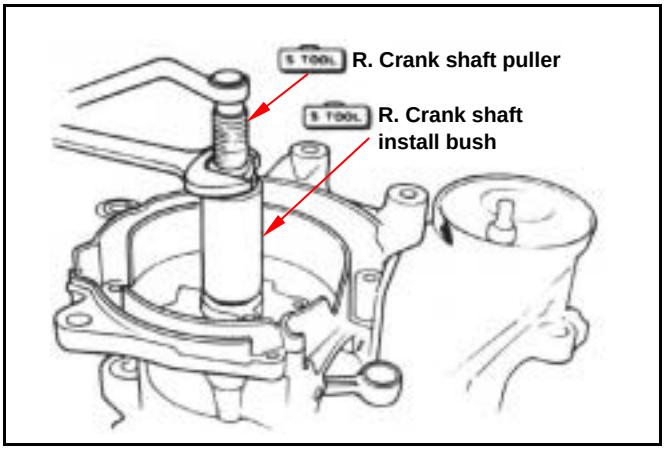
Install crankshaft onto the left crankcase.
Install left crankshaft puller and install bush onto crankshaft.
Screw the left crankshaft puller onto crankshaft.
Turn the puller in C.W. direction and then completely screw the puller to bottom.
Lubricate crankshaft bearing and bearing seat with 2-stroke engine oil.
Special Tools:
L. Crank shaft puller
L. Crank shaft install bush
Extension bush



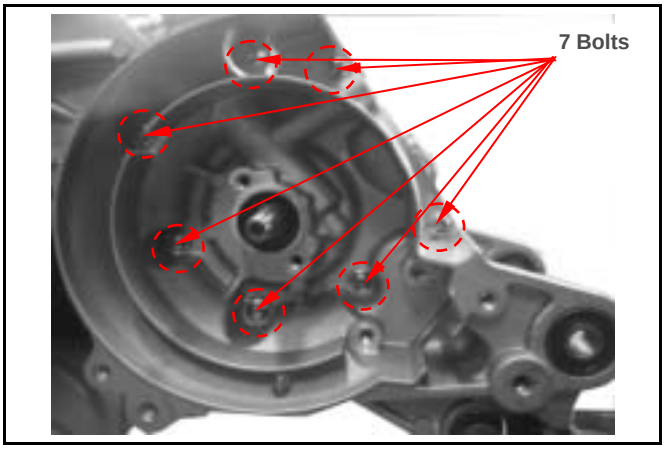
Apply liquid gasket and dowel pin onto the interface of left crankcase.



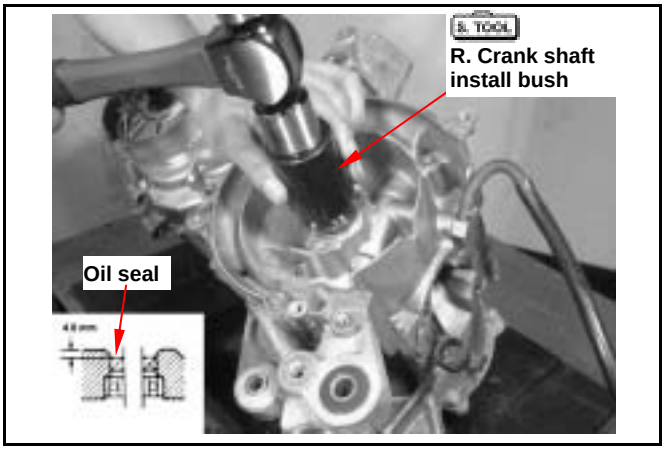
Assemble the right crankcase with assembly tools.
Install right crankcase onto the crankshaft.
Install right crankshaft puller and install bush onto crankshaft.
Screw the right crankshaft puller onto crankshaft.
Turn the puller in C.W. direction and then completely screw the puller to bottom.
Lubricate crankshaft bearing and bearing seat with 2-stroke engine oil.
Special Tools:
R. Crank shaft puller
R. Crank shaft install bush



Install the bolts and tighten them.
Torque value: 0.8~1.2kgf-m



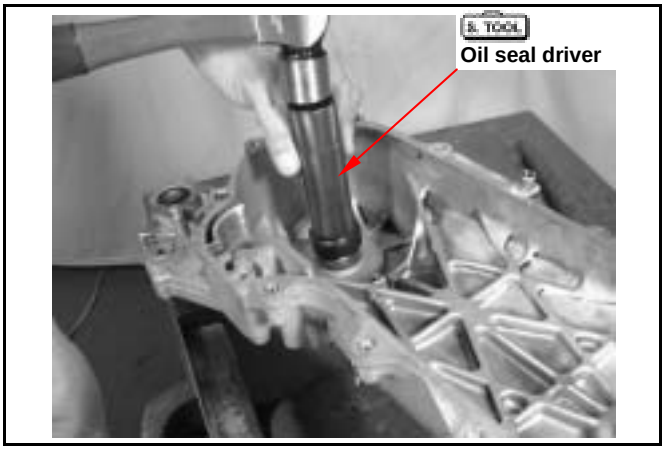
With right crankshaft install bush, install new oil seal into the right crankcase. Its installation depth is 4mm as the diagram shown.



With the specified tool to install a new oil seal onto the left crankcase to the depth of 1 mm as the diagram shown.

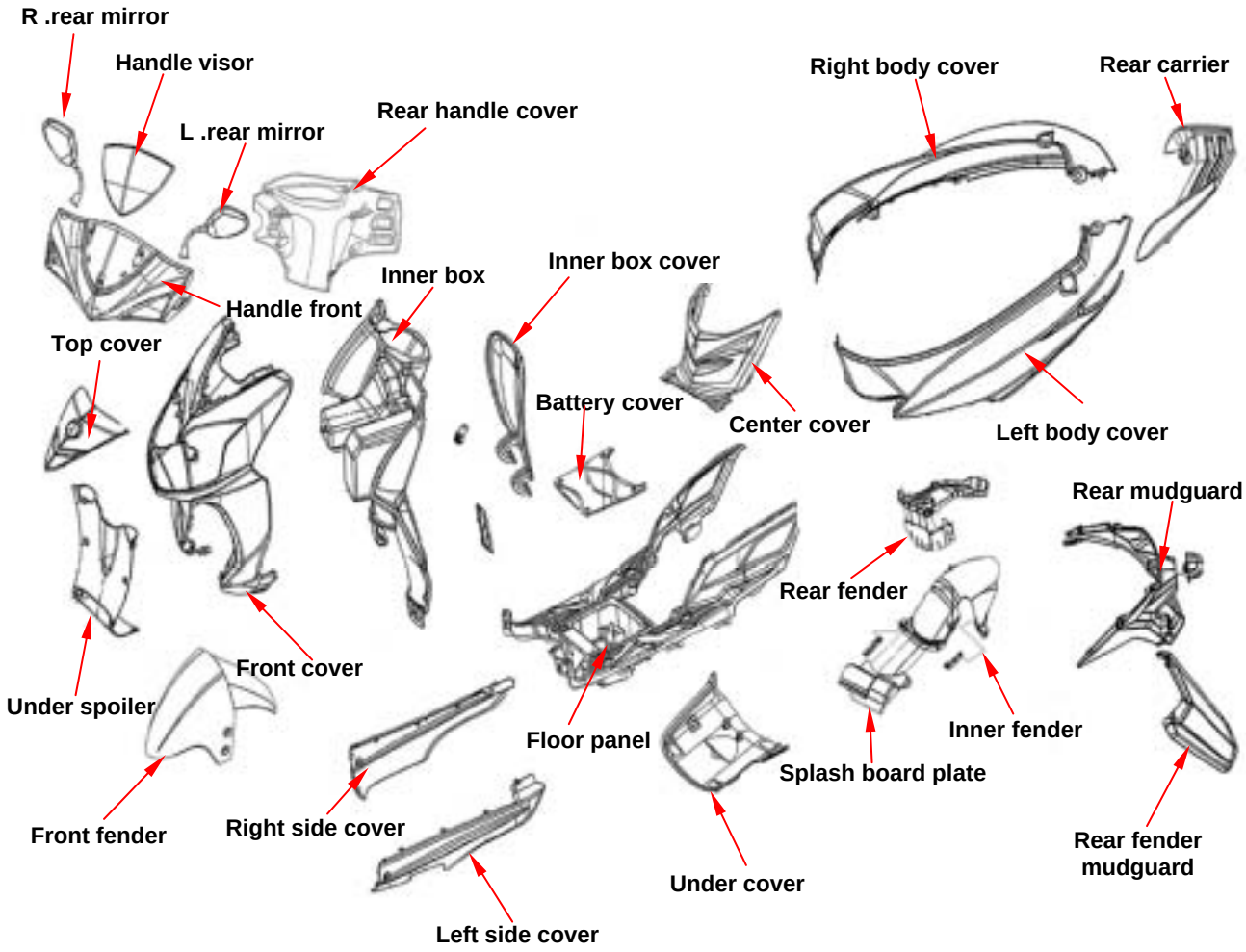
Caution

Make sure that the crankshaft can be rotated freely after tightening the bolts.



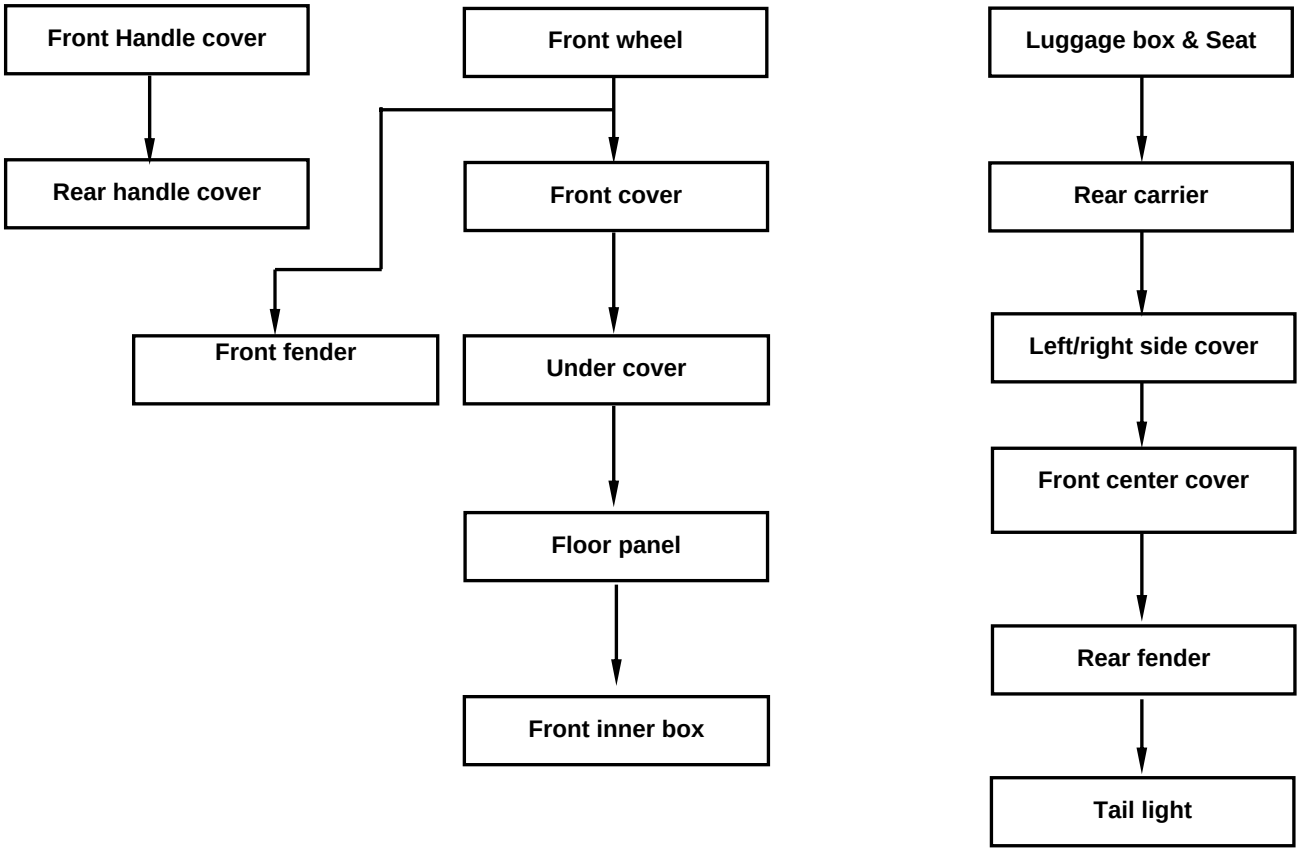
Install the following components:
~ Final driving mechanism (chapter 9)
~ Alternator (chapter 7)
~ Piston/cylinder/cylinder head (chapter 6)
~ Oil pump (chapter 3)
~ Reed valve and carburetor (chapter 4)
~ Engine remove (chapter 5)

MAINTENANCE INFORMATION 11-2	FRONT CENTER COVER..... 11-8
HANDLE COVER..... 11-3	LUGGAGE BOX..... 11-8
FRONT COVER 11-4	FLOOR PANEL..... 11-8
FRONT INNER BOX..... 11-5	SIDE COVER 11-9
BODY COVER/REAR CENTER COVER/REAR FENDER 11-6	UNDER COVER..... 11-10



MAINTENANCE INFORMATION

Body covers disassemble sequence:

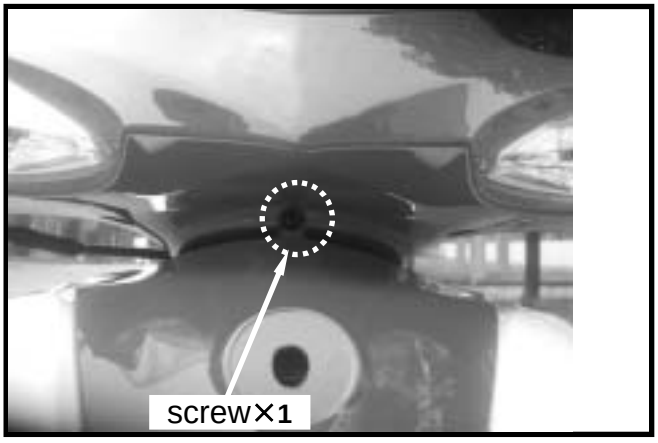


- Be careful not to damage various covers in disassembly or re-assembly operation.
- Never injure hooks molded on the body covers in disassembly or re-assembly operation.
- Align the buckles on the guards with slot on the covers.
- Make sure that each hook is properly installed during the assembly.
- Never compact forcefully or hammer the guard and the covers during assembly.

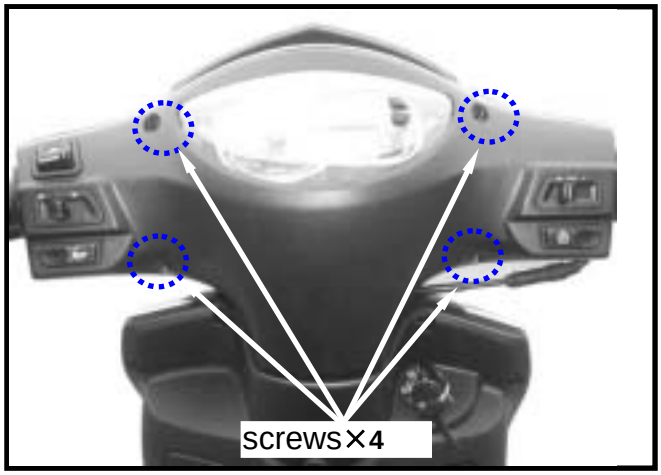
HANDLE COVER

Removal:

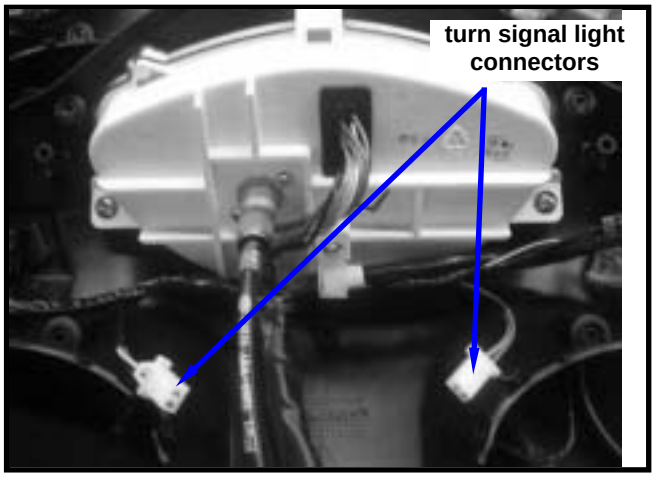
Remove 1 lower mounting screw of the handle front cover.



Remove the mounting screws (4 screws) between the front handle cover and the rear handle cover.



Removed the head light wire connectors.
Removed the left/right turn signal light connectors.



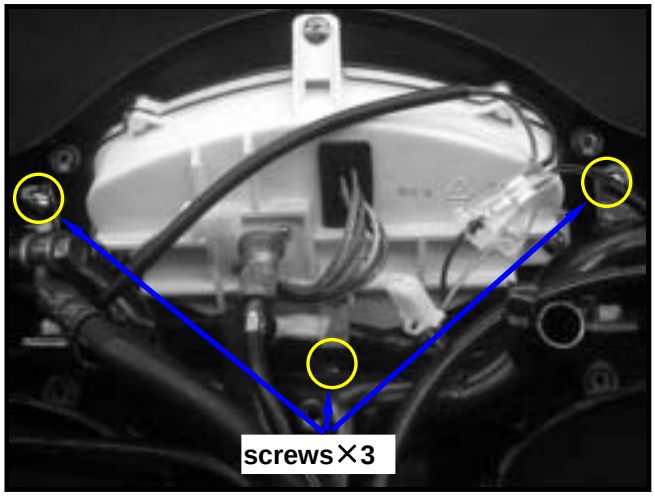
Remove the front handle cover.
Remove the speedometer cable.
Remove the rear handlebar cover. (3 screws)
Removed the rear handle cover.

Installation:

Install according to the reverse procedure of removal.

Caution

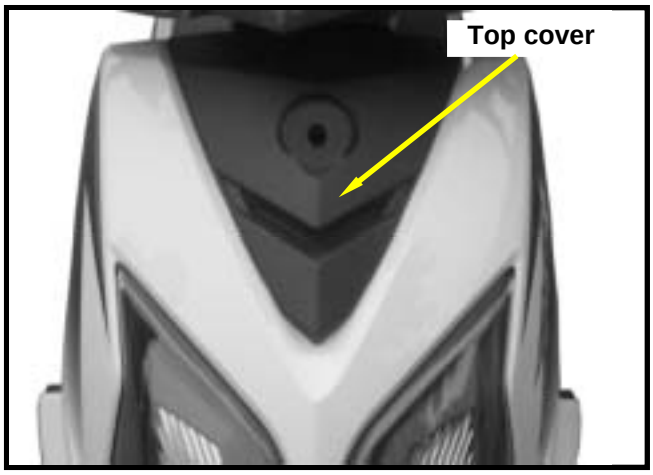
With the clipper to fix the end-section of the handlebar cover. Do not pull it forcedly to avoid to breaking the hooks.



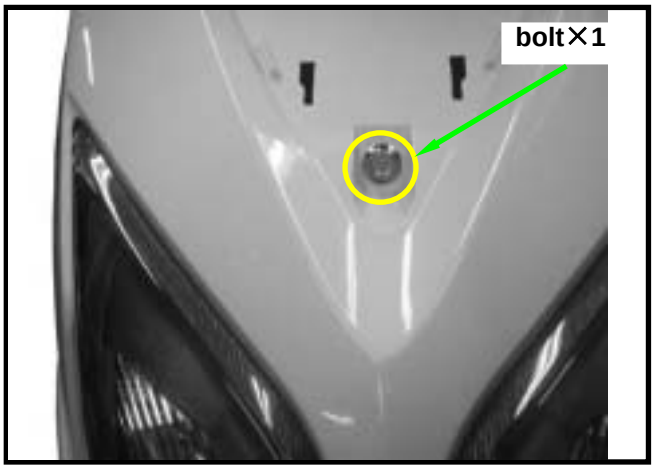
FRONT COVER

Removal

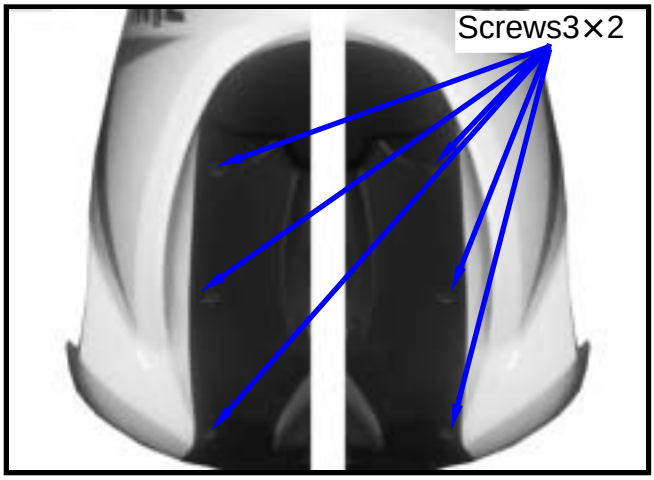
Remove the top cover.



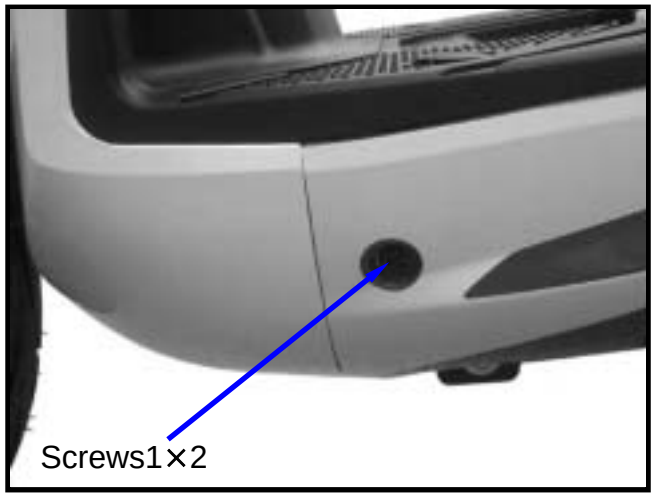
Remove the 1 mounting bolt of front cover from the frame.



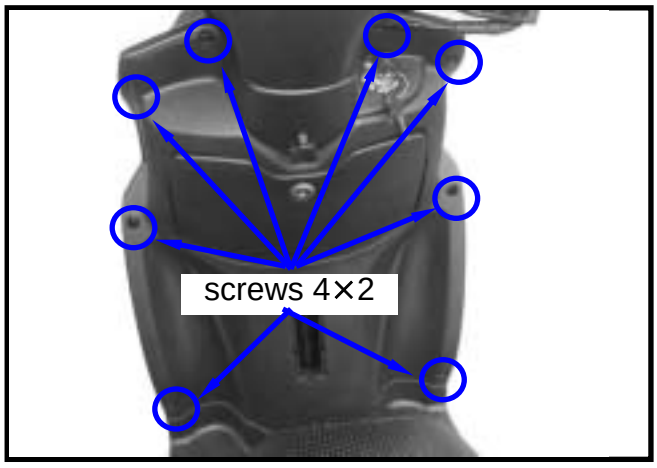
Remove the front under cover 6 mounting screws between the front under cover and the frame.



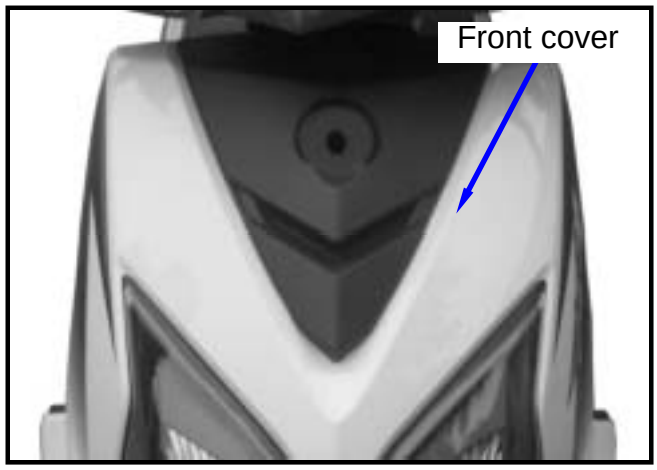
Remove the 2 mounting screws between the front cover and the left/right side cover.



Remove the 8 mounting screws between the front cover and the front inner box.



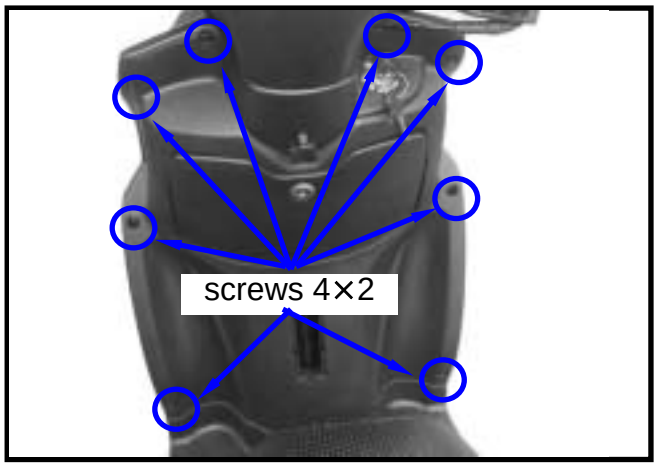
Remove the front cover from the frame.



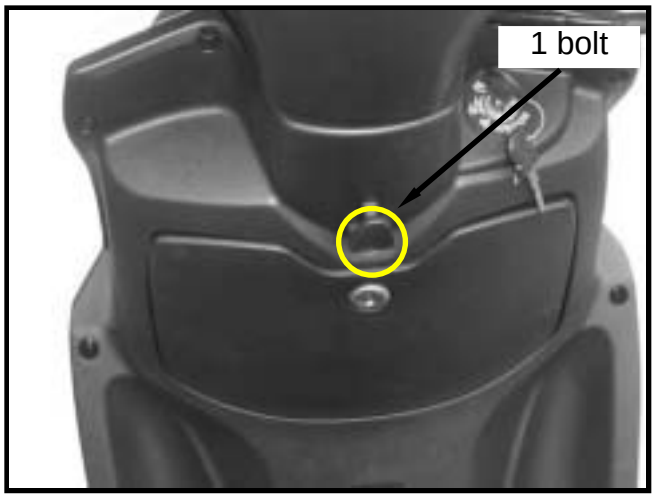
Installation
Install according to the reverse procedure of removal.

FRONT INNER BOX

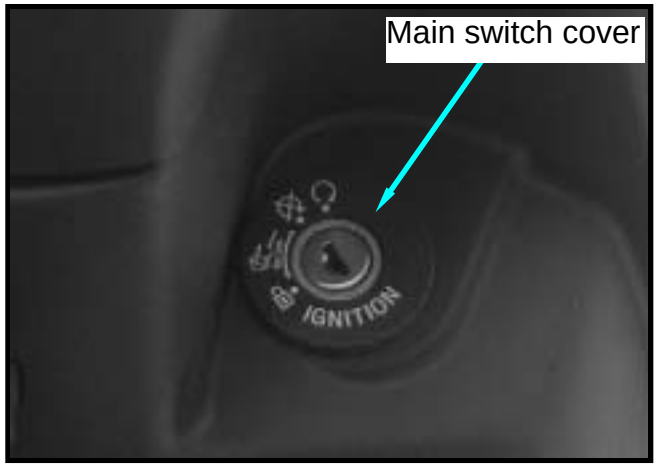
Removal
Remove the 8 mounting screws of front cover from the inner box A.



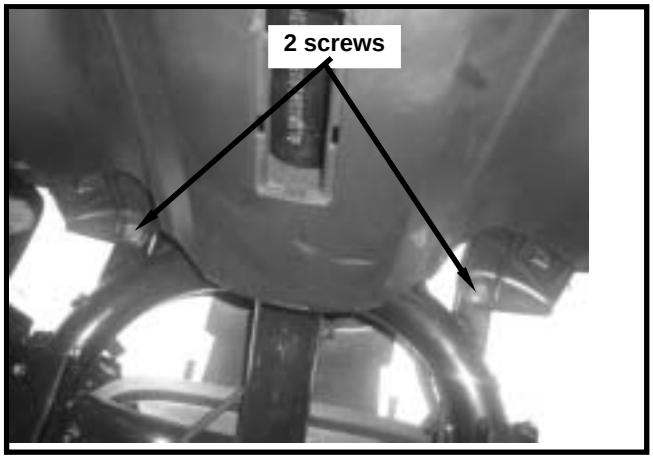
Remove the hook screw bolt from the front inner box.



Remove the main switch cover.



Remove the front cover and front under cover.
Remove the 2 screws between the inner box and the floor panel.

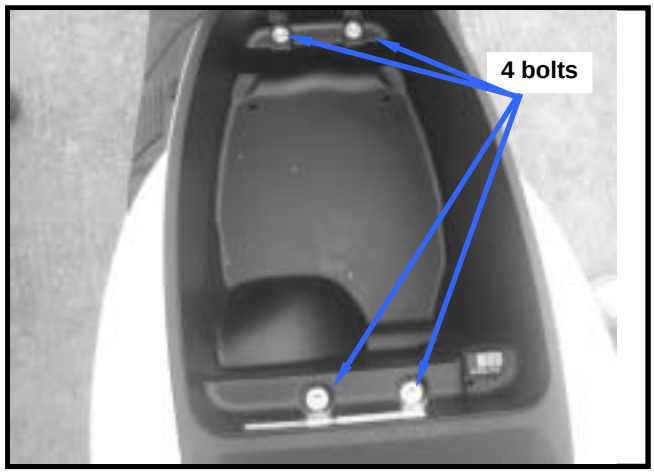


Remove the front inner box

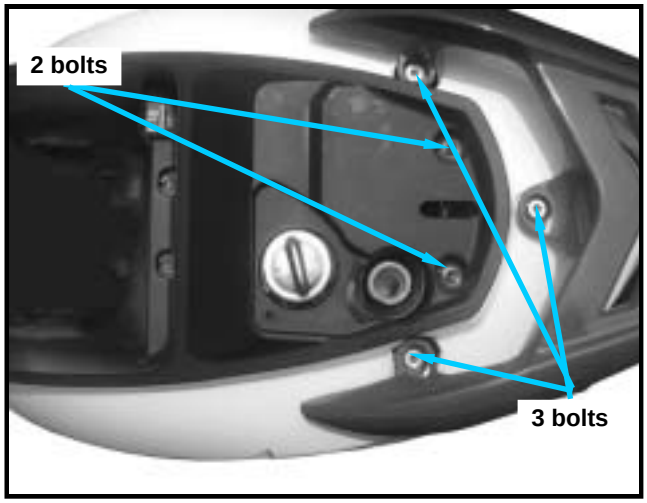
Installation
Install the inner box A and the front inner box B according to the reverse procedure of removal.

BODY COVER/REAR CENTER COVER/REAR FENDER

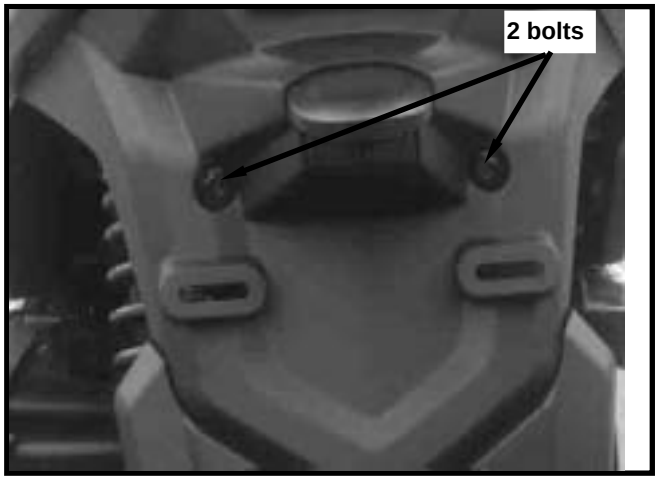
Removal
Open the seat.
Remove 4 bolts in front of the luggage box.



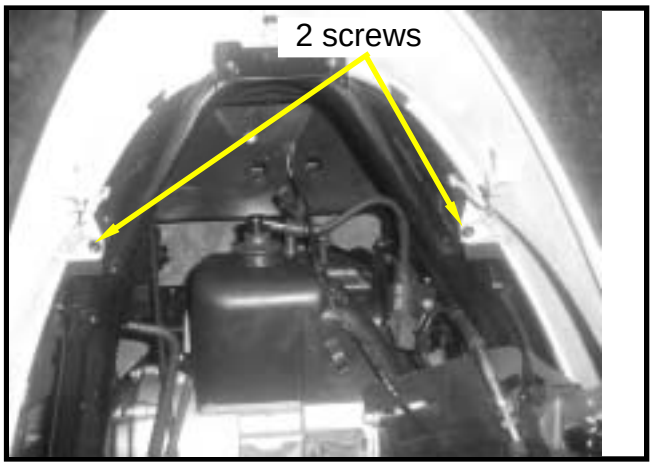
Remove 2 bolts in rear of the luggage box.
Remove the luggage box.
Remove the rear carrier. (3 bolts)



Remove the 2 mounting bolts of the rear fender.

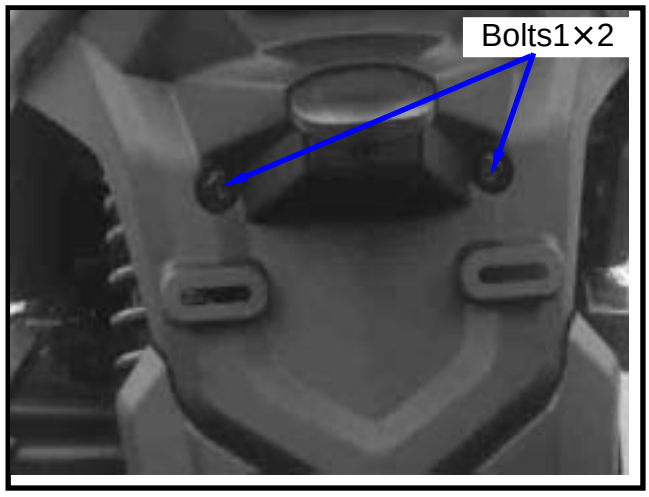


Remove the 2 mounting screws between the body cover and the frame.



Remove the left/right side 2 mounting bolts under rear of the body cover between the body cover and the frame.

Remove the rear fender.
Remove the left/right body cover.

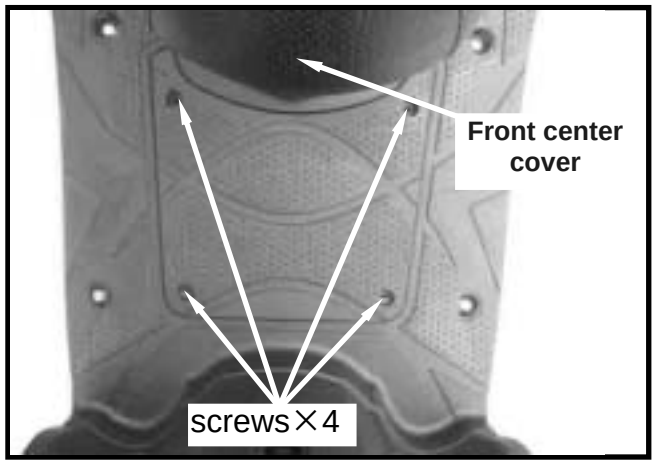


Installation
Install the body cover and rear fender according to the reverse procedure of removal.

FRONT CENTER COVER

Removal

Remove the 4 screws bolt.



Remove the front center cover.

Installation

Install the front center cover according to the reverse procedure of removal.

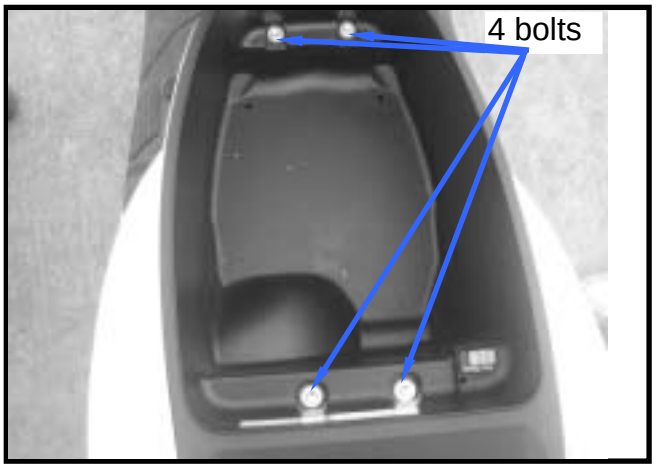
LUGGAGE BOX

Removal

Open the seat.

Remove the 4 bolts from the luggage box.

Remove the luggage box and the double seat.



Installation

Install the luggage box according to the reverse procedure of removal.

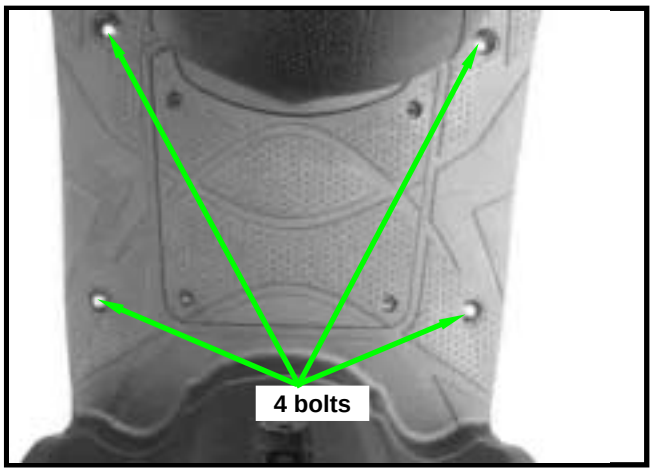
FLOOR PANEL

Removal

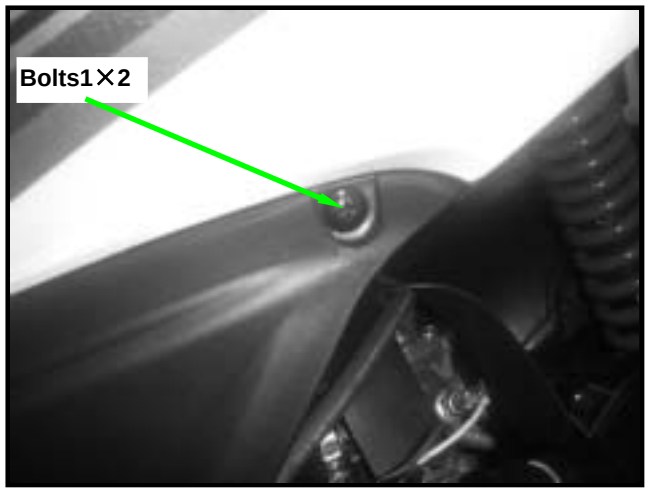
Remove the 4 bolts from the luggage box.

Remove the luggage box and the double seat.

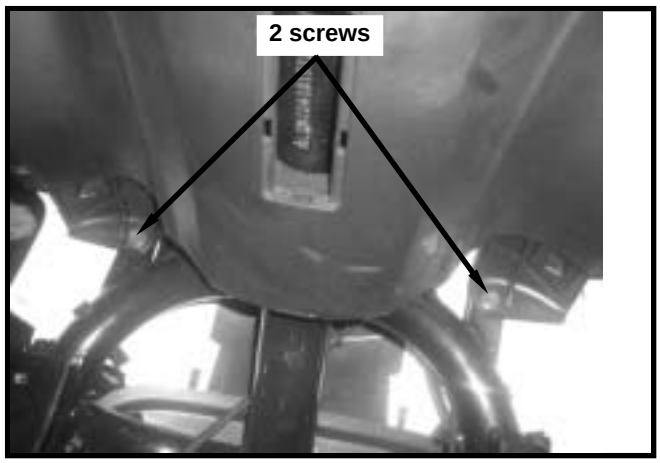
Remove the front center cover.



Remove the 2 bolts between the floor panel and the body cover .



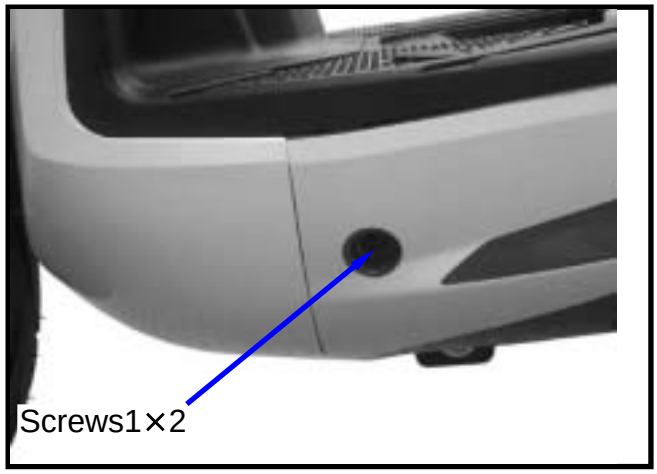
Remove the front cover and front under cover.
Remove the 2 mounting screws between the floor panel and the front inner box.
Remove the floor panel.



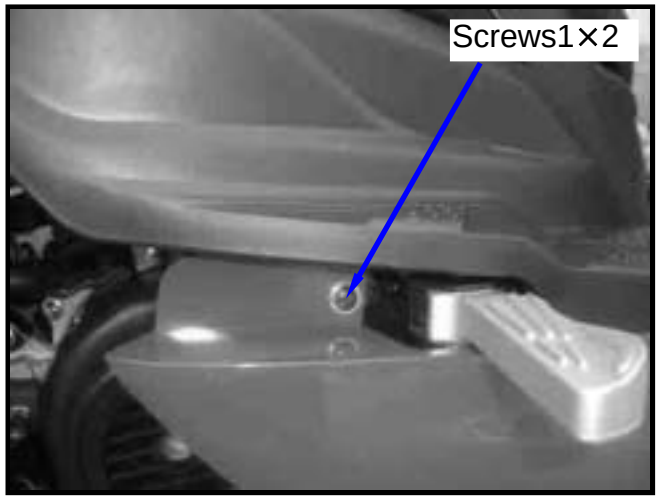
Installation
Install the floor panel according to the reverse procedure of removal.

SIDE COVER

Removal
Remove the left/right side 2 mounting screws in the front of the side cover.



Remove the left/right side 2 mounting bolts in the rear of the side cover.



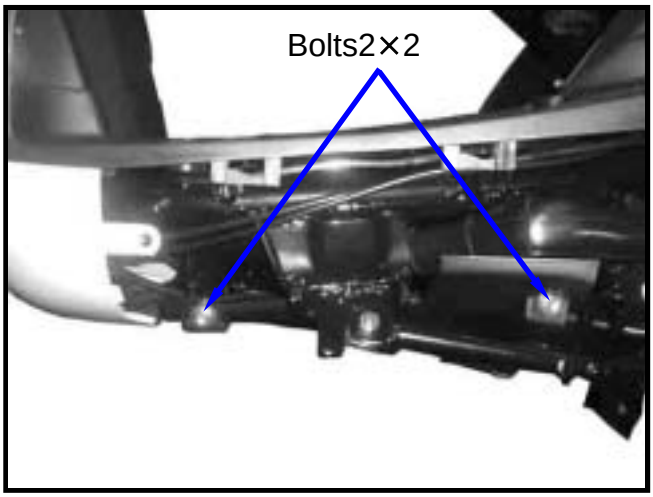
Remove the left/right side cover.

Installation
Install the side cover according to the reverse procedure of removal.

UNDER COVER

Removal

Remove the floor panel.
Remove the left/right side cover.
Remove the left/right side 4 mounting bolts between the under cover and frame.



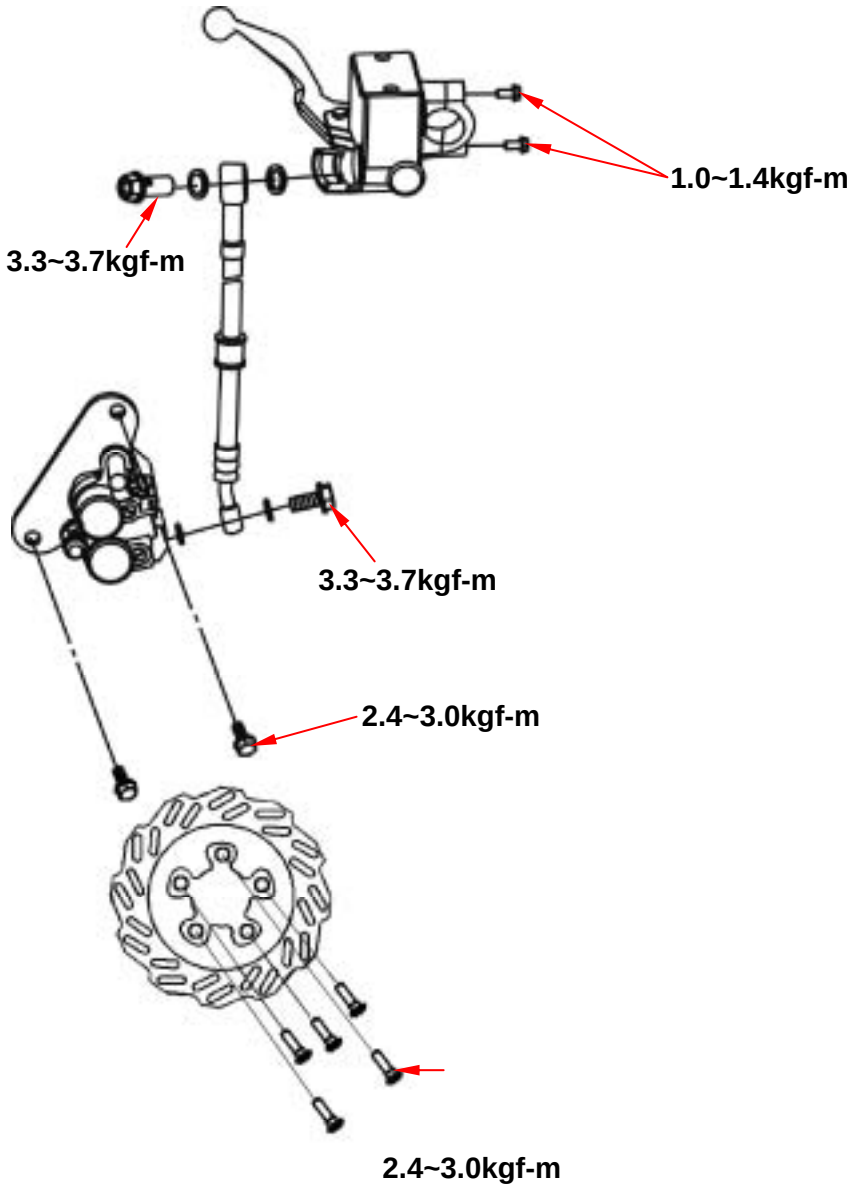
Remove the under cover.

Installation

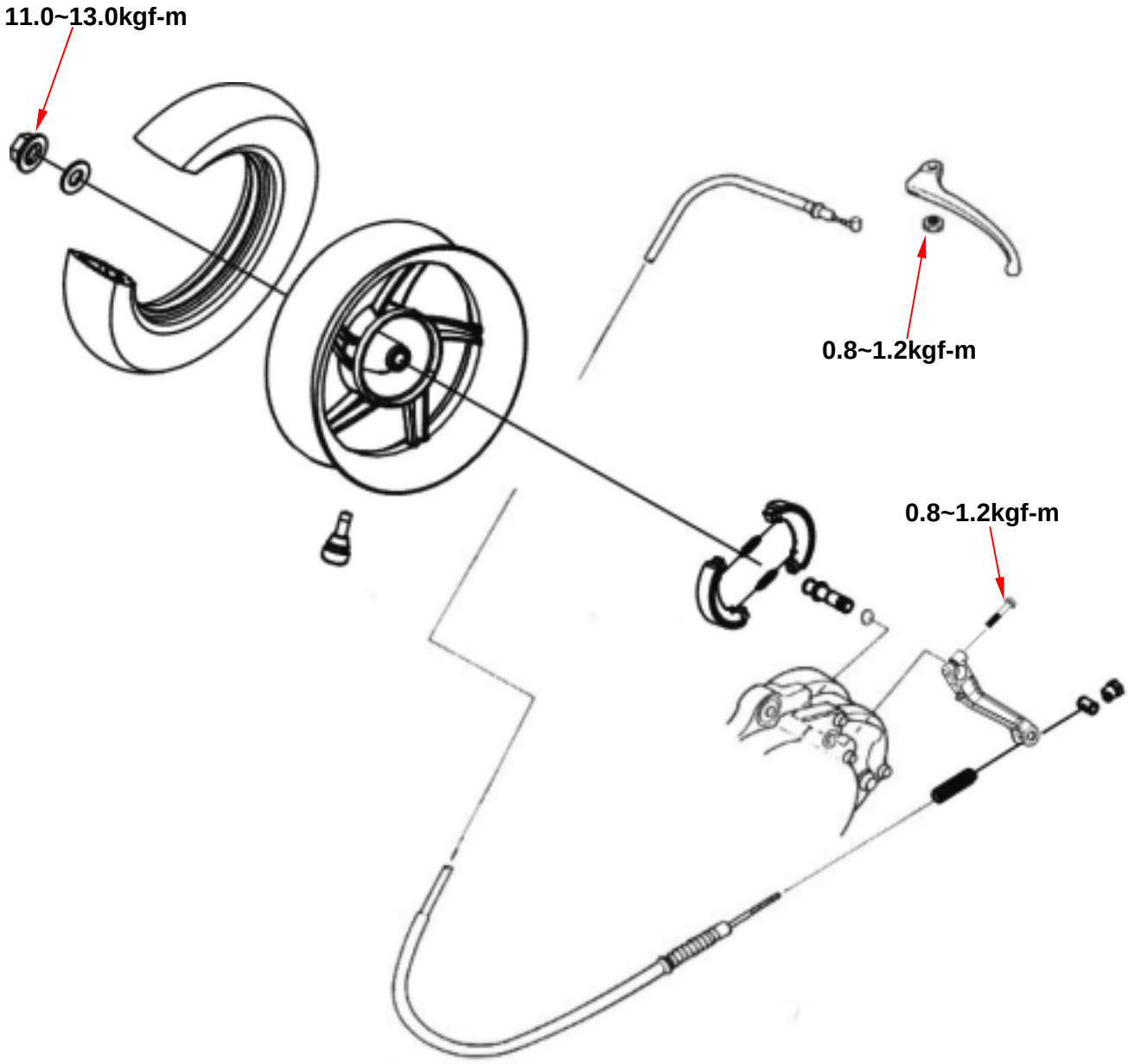
Install the under cover according to the reverse procedure of removal.

Disc Brake System ····· 12-1	Disc Brake - Caliper ····· 12-7
Rear Drum Brake System ····· 12-2	Brake pad replacement ····· 12-7
Maintenance Information ····· 12-3	Brake Disc ····· 12-9
Troubleshooting ····· 12-4	Disc Brake - Master Cylinder ····· 12-9
Hydraulic Disc Brake ····· 12-5	Rear Drum Brake ····· 12-12
Disc Brake -Air Bleed ····· 12-6	

Disc Brake System



Rear Drum Brake System



Maintenance Information

Precautions in Operation

⚠ Caution

Inhaling brake lining ashes may cause disorders of respiration system, therefore, never use air hose or dry brush to clean brake parts. Use vacuum cleaner or other authorized tool instead.

- The brake caliper can be removed without removing the hydraulic system.
- After the hydraulic system is removed, or the brake system is felt to be too soft, bleed the hydraulic system.
- While refilling brake fluid, care should be taken not to let the foreign material entering into the brake system.
- Do not spill brake fluid on the painted surfaces, plastic or rubber parts to avoid damage.
- Check the operation of the brake system before you go.

Specifications

Item	Standard (mm)
The thickness of front brake disc	4.0
Front brake disc run-out	< 0.10
brake master cylinder inner diameter	12.700 ~ 12.743
brake master cylinder piston outer diameter	12.657 ~ 12.684
OD of front brake disc	190.0
ID of rear brake drum	110.0
Thickness of front brake lining	4.0

Torque values

Brake hose bolt	3.3~3.7kgf-m
Bolt for brake caliper	2.4~3.0kgf-m
Bolts for the brake disc	2.4~3.0kgf-m
Nuts for the front wheel axle	5.0~7.0kgf-m
Nuts for the rear wheel	11.0~13.0kgf-m
Bolt for rear brake arm	0.8~1.2kgf-m
Rear brake lever nuts	0.8~1.2kgf-m
Brake master cylinder mounting bolts	1.0~1.4kgf-m

Troubleshooting

Disc Brake

Soft brake lever

1. Air inside the hydraulic system
2. Hydraulic system leaking
3. Worn master piston
4. Worn brake pad
5. Poor brake caliper
6. Worn brake lining/disc
7. Low brake fluid
8. Blocked brake pipe
9. Warp/bent brake disc
10. Bent brake lever

Hard operation of brake lever

1. Blocked brake system
2. Poor brake caliper
3. Blocked brake pipe
4. Seized/worn master cylinder piston
5. Bent brake lever

Uneven brake

1. Dirty brake lining/disc
2. Poor wheel alignment
3. Clogged brake hose
4. Deformed or warped brake disc
5. Restricted brake hose and fittings

Tight brake

1. Dirty brake lining/disc
2. Poor wheel alignment
3. Deformed or warped brake disc

Brake noise

1. Dirty lining
2. Deformed brake disc
3. Poor brake caliper installation
4. Imbalance brake disc or wheel

Drum Brake

Poor brake performance

1. Improper brake adjustment
2. Worn brake lining
3. Worn brake drum
4. Worn brake cam
5. Improper brake lining installation
6. Seized brake cable
7. Dirty brake lining
8. Dirty brake drum
9. Brake pad worn in brake cam area.
10. Poor contact between brake arm and camshaft indent

Tight operation or low return speed of brake lever

1. Worn/broken/crack return spring
2. Worn drum
3. Dirty brake lining
4. Brake seized caused from dirty brake drum
5. Seized brake cable
6. Worn brake cam
7. Improper brake lining installation

Brake noise

1. Worn brake lining
2. Worn drum
3. Dirty brake lining
4. Dirty brake drum

Hydraulic Disc Brake

Close the drain valve of the hydraulic disc brake.
Replace the brake fluid.
Before the brake fluid reservoir is removed, turn the handle so that the brake fluid reservoir becomes horizontal, and then remove the brake fluid reservoir.
Cover the painted surfaces, plastic or rubber components with a rag when servicing brake system.

⚠ Caution

Spilled brake fluid on painted surfaces, plastic or rubber components may result in their damages.

Remove the master cylinder cap and diaphragm.
Use brake fluid to clean the dirty brake disc.

⚠ Caution

The dirty brake lining or disc will reduce the brake performance.

Refill up same grade brake fluid into the reservoir.

⚠ Caution

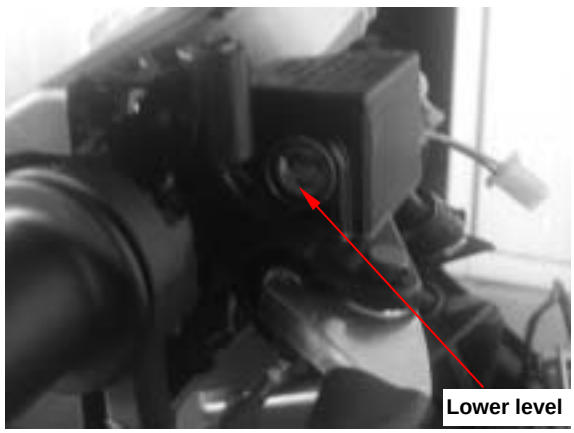
To mixed non-compatible brake fluid will reduce brake performance. Foreign materials will block the system causing brake performance to be reduced or totally lost.

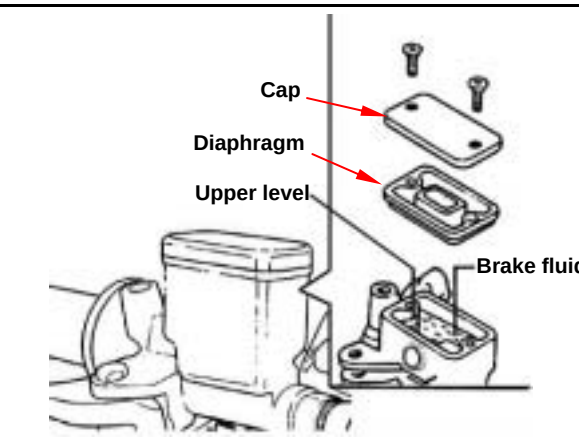
Connect drain hose to drain valve.
Open the drain valve on the caliper and operate the brake lever until the old brake fluid is entirely drained out. Close the drain valve and add specified brake fluid into the brake master cylinder.
Recommended brake fluid: WELLRUN DOT 3 brakes fluid

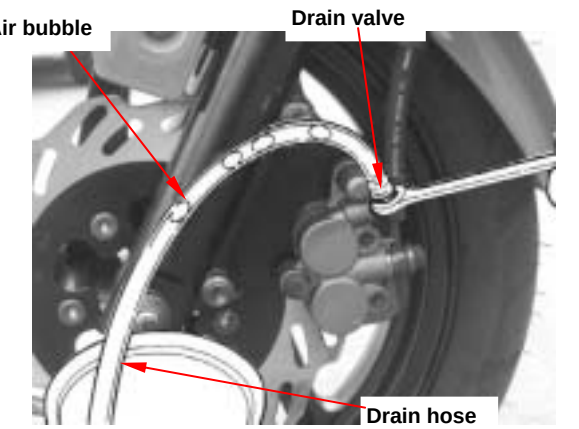
⚠ Caution

To reuse the spent brake fluid will affect brake performance.

Connect one end of transparent hose to the drain valve, and put the other end into a container.
Open the drain valve around 1/4 turns, and at the same time hold the brake lever until the there is no air bubble in the drain hose and also feeling resistance on the brake lever.
Close the drain valve when finishing the brake system refilling fluid procedure, and operate the brake lever to check whether air bubble is in brake system or not. If brake is still soft, please bleed the system as described below.







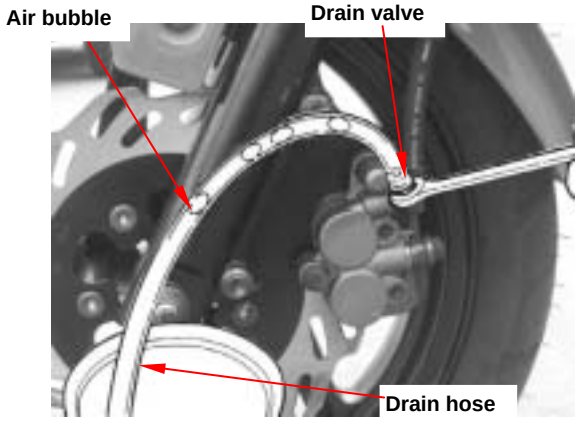
Disc Brake -Air Bleed

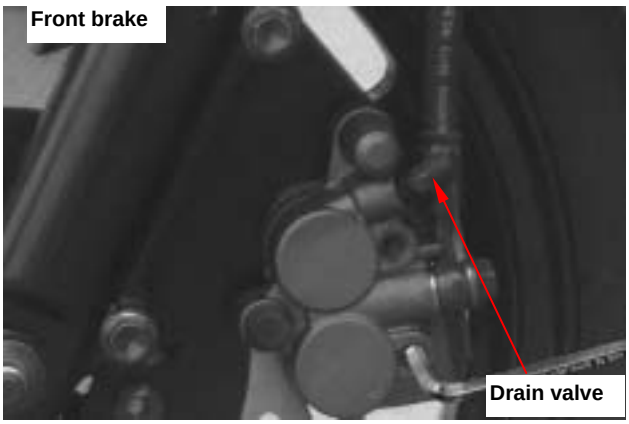
Tightly hold the brake lever and open the drain valve around 1/4 turns, and then close the valve.

⚠ Caution

- Do not release the brake lever before the drain valve is closed.
- Always check the brake fluid level when carrying out the air bleeding procedure to avoid air enters into the system.

Slowly release the brake lever, and wait for a few seconds until it reaches its top position.
Repeat the steps 1 and 2 until there is no air bubble at the end of the hose.
Tightly close the drain valve.
Make sure the brake fluid is in the UPPER level of the master cylinder, and refill the fluid if necessary.
Cover the cap.





Disc Brake - Caliper

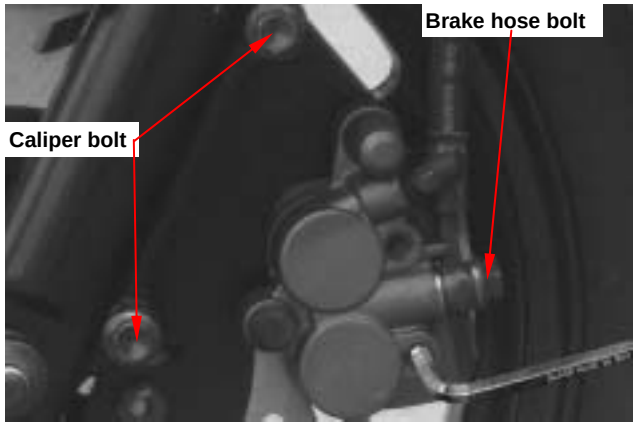
Removal

Place a container under the brake caliper, and loosen the brake hose bolt and finally remove the brake hoses.

Caution

Do not spill brake fluid on painted surfaces.

Remove two caliper bolts and the caliper.



Installation

Install the brake caliper and tighten the attaching bolts securely.

Torque value: 2.4~3.0kgf-m

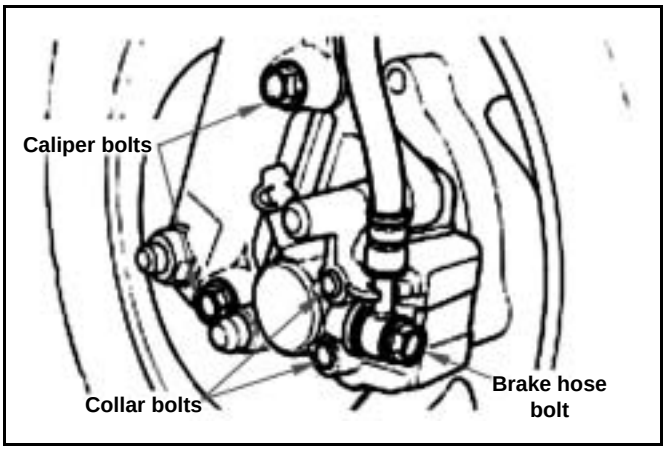
Caution

- Use M8 x 35 mm flange bolt only.
- Long bolt will impair the operation of brake disc.

Use two seal washers and hose bolts to lock the hose and brake caliper in place.

Torque value: 3.3~3.7kgf-m

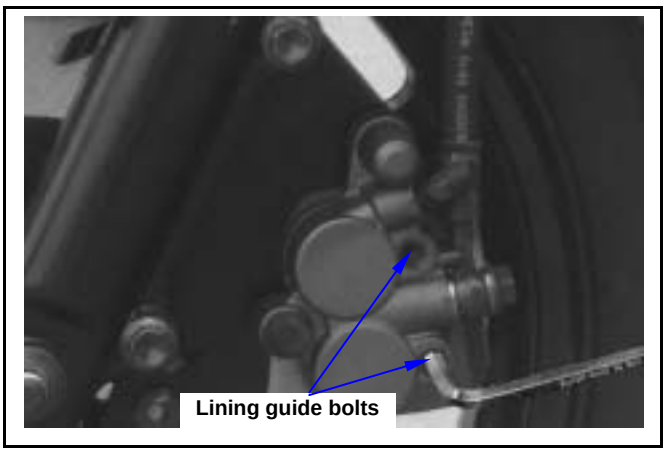
Refill up the brake fluid to the reservoir and make necessary air bleeding.



Brake pad replacement

Front brake

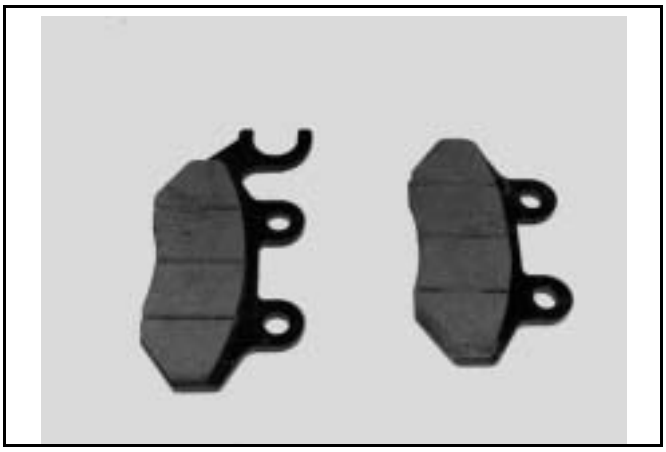
Loosen the 2 pad guide pin bolts.
Remove brake caliper.



Remove the brake pad guide pin bolts, and then remove brake pads.



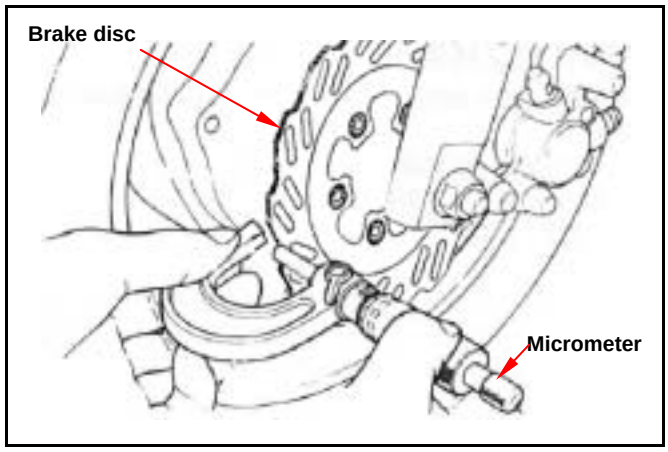
Install the new brake pads onto brake caliper.
Install the brake pad guide pin bolts.
Install the brake caliper and tighten the mounting bolts.
Torque value: 2.4~3.0kgf-m
Tighten the lining guide pin bolts.
Torque value: 1.5~2.0kgf-m



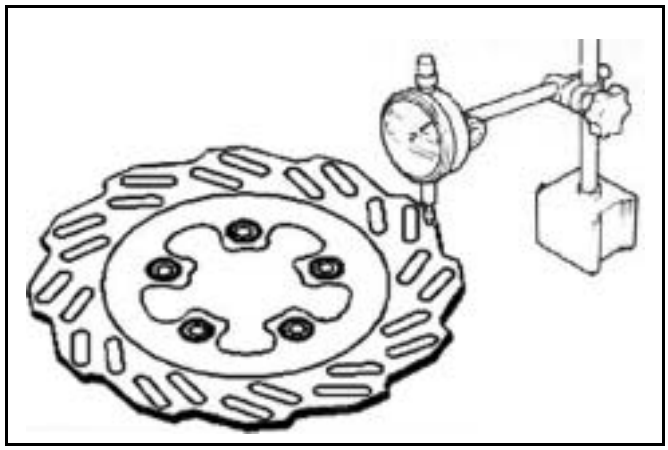
Brake Disc

Inspection

Visually check the brake disc for wear or break.
Measure the thickness of the disc at several places. Replace the disc if it has exceeded the service limit.



Remove the brake disc from wheel.
Check the disc for deformation and bend.
Allowable limit: 0.30 mm



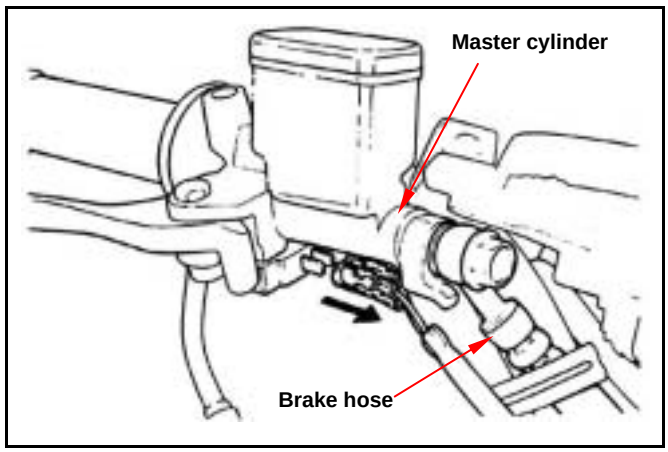
Disc Brake - Master Cylinder

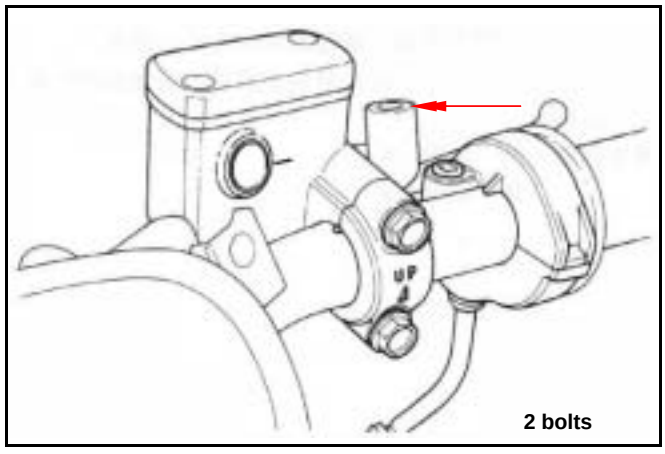
Master Cylinder Removal

Caution

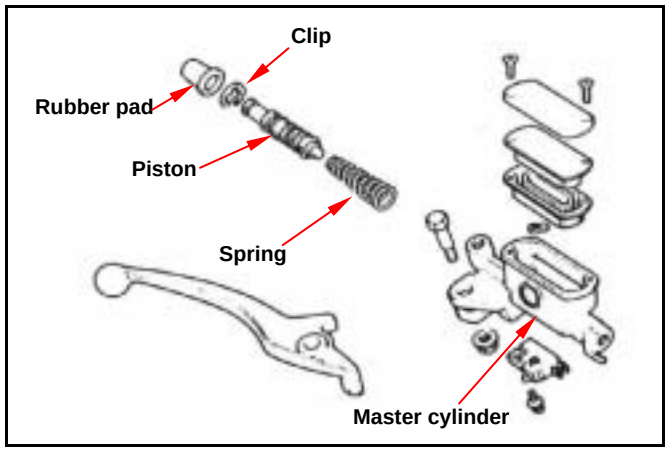
- Do not let foreign materials enter into the cylinder.
- The whole set of master cylinder; piston, spring, diaphragm and cir clip should be replaced as a set.

Remove the leads of brake light switch.
Drain out the brake fluid.
Remove the brake lever from the brake master cylinder.
Remove the brake hose.
Remove the master cylinder seat and the master cylinder.





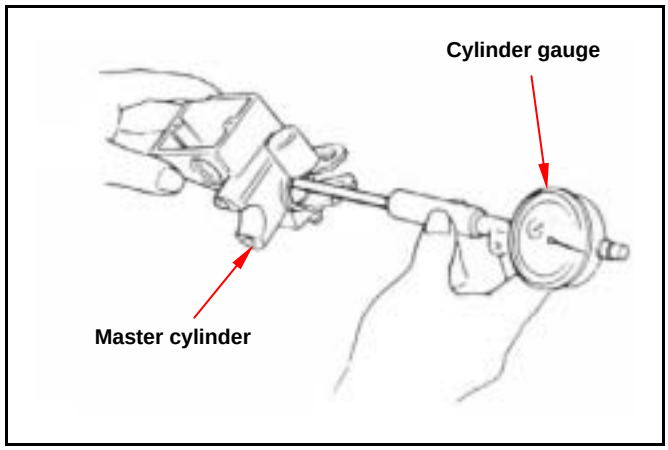
Remove the rubber pad.
Remove the cir clip.
Remove the piston and the spring.
Clean the master cylinder with recommended brake fluid.



Master Cylinder Inspection

Check the master cylinder for damage or scratch. Replace it if necessary.
Measure the cylinder inner diameter at several points along both X and Y directions.
Replace the cylinder if the measured values exceed allowable limit.

Measure the outer diameter of the piston.
Replace the piston if its measured value exceeds allowable limit.

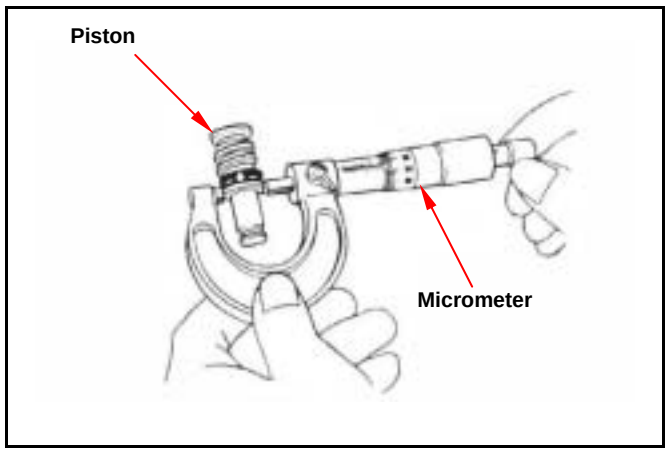


Master Cylinder Assembly

⚠ Caution

- It is necessary to replace the whole set comprising piston, spring, piston cup, and cir clip.
- Make sure there is no dust on all components before assembling.

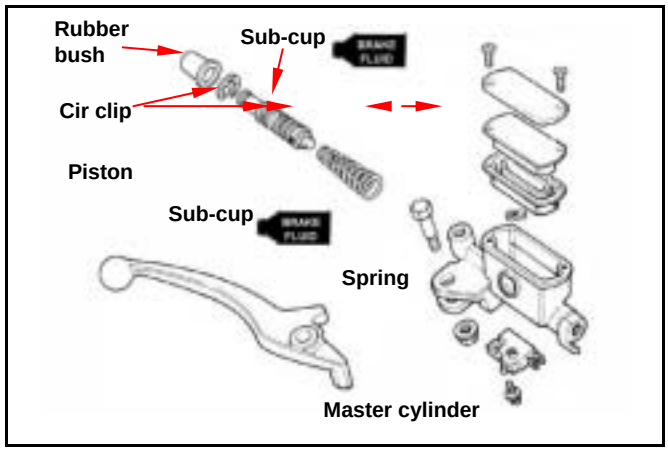
Apply clean brake fluid to the piston cup, and then install the cup onto the piston.
Install the larger end of the spring onto the master cylinder.
The master cup's cavity should be face inside of master cylinder when installing the master cup.
Install the cir clip.



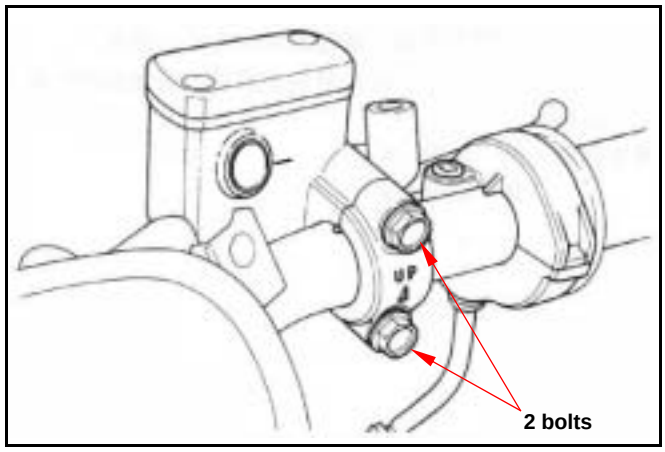
⚠ Caution

- Never install cup lip in the opposite direction.
- Make sure the cir clip is seated securely in the groove.

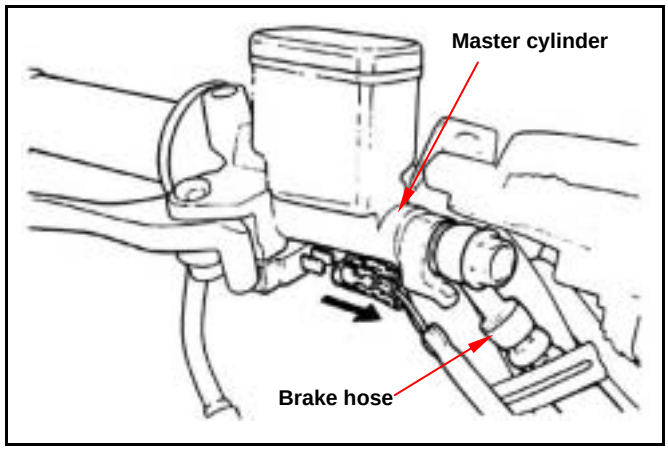
Install the rubber pad into groove properly.



Place the master cylinder onto handlebar, and install the bolts.



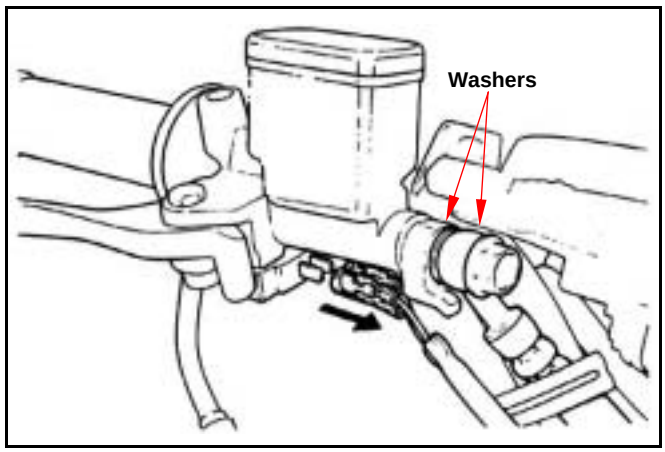
Install the brake lever, and connect leads to brake light switch.



Connect brake hoses with 2 new washers.
Tighten the brake hose bolt to the specified torque value.
Make sure the hose is installed correctly.
Install all wires, hoses, and components carefully so avoid to twisting them together.

⚠ Caution

Improper routing may damage leads, hoses or pipes.



⚠ Caution

Kink of brake leads, hose or pipe may reduce brake performance.

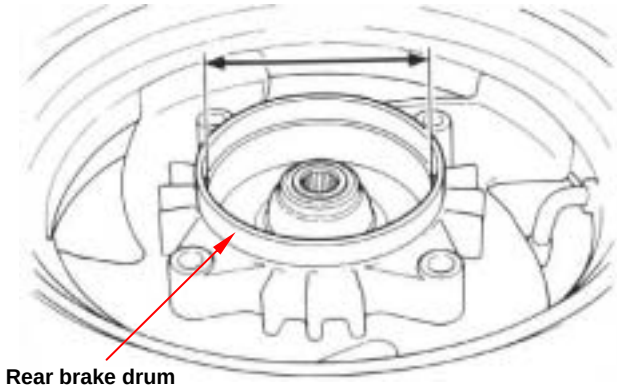
Add specified brake fluid and bleed the system.

Rear Drum Brake

To use vacuum cleaner or other alternatives to avoid danger caused from dusts.

⚠ Caution

- Inhaling brake lining ashes may cause disorders of respiration system, therefore, never use compressed air or dry brush to clean brake parts.
- Brake performance will be reduced by grease on brake lining.



Remove wheel and brake drum.

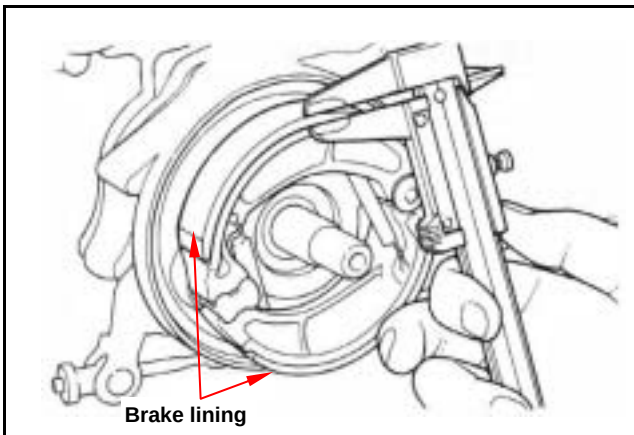
Inspection

Check brake drum for damage or wear out, and replace it if necessary.
Measure the inner diameter of brake drum and record the max. value.

⚠ Caution

- Clean the rust onto the brake drum with #120 sandpaper.
- Measure the inner diameter of brake drum with micrometer.

Measure the thickness of brake lining at three points (both ends and center).
If the thickness is less than specified value or if it is contaminated by oil or grease, replace as a set.

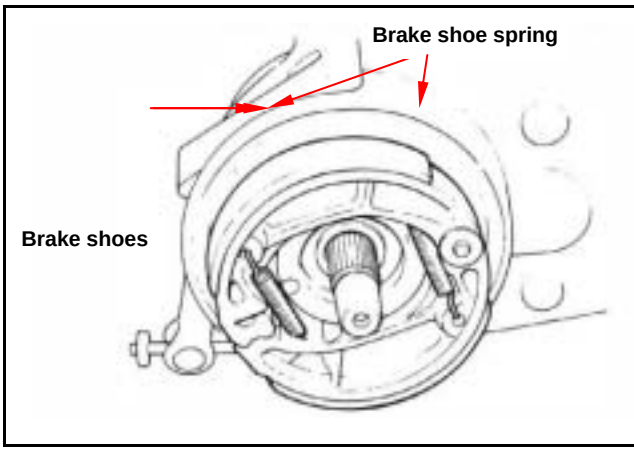


Removal

⚠ Caution

Brake linings must be replaced as a shoe.

Remove the brake shoes from brake panel.



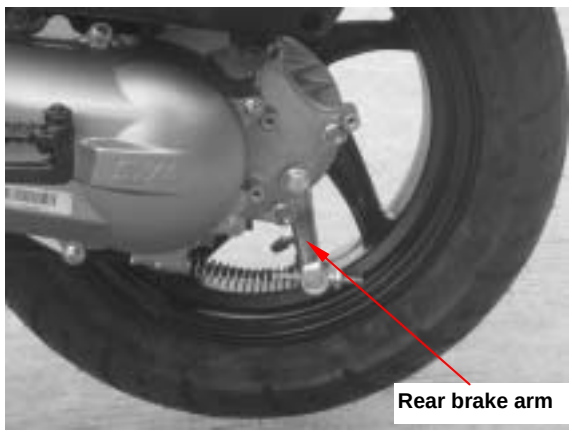
Installation

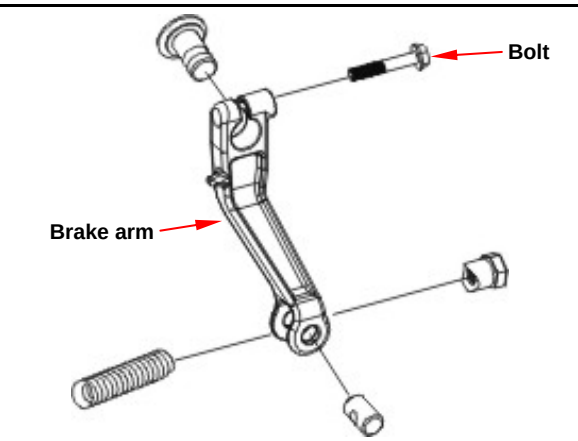
Apply with a thin coat of grease to the brake cam and the anchor pin.
Install brake cam.
Never allow brake linings to be contaminated by oil or grease.
Wipe off the excessive grease from brake cam and the anchor pin.

⚠ Caution

Brake efficiency will be reduced if brake shoe is contaminated by oil or grease.

Install the brake cam and arm after aligning it with the punched point.
Tighten the bolts and nuts to specified torque:
Torque value: 0.8~1.2kgf-m



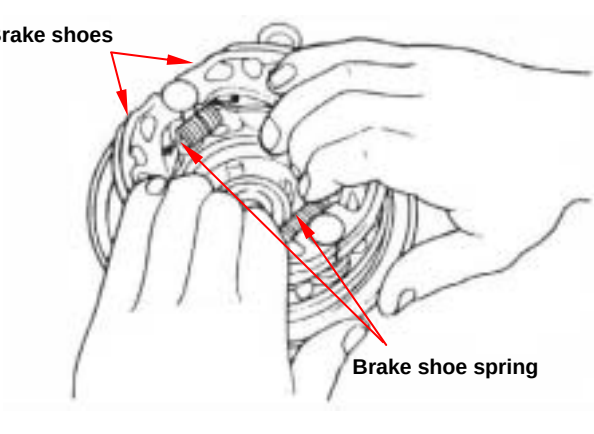


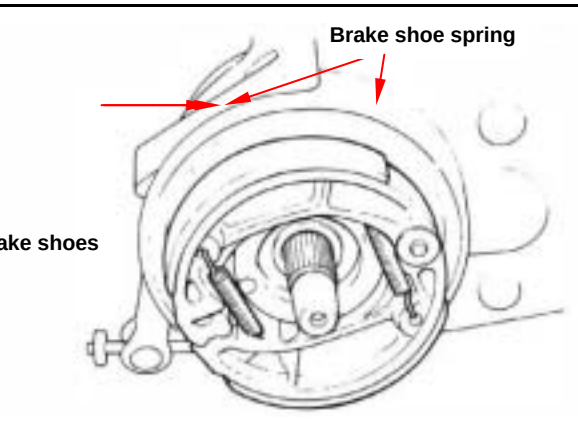
Use a brake cleaner to clean brake hub and replace the two brake shoes if brake linings are contaminated.

⚠ Caution

Brake efficiency will be reduced if brake lining is contaminated by oil or grease.

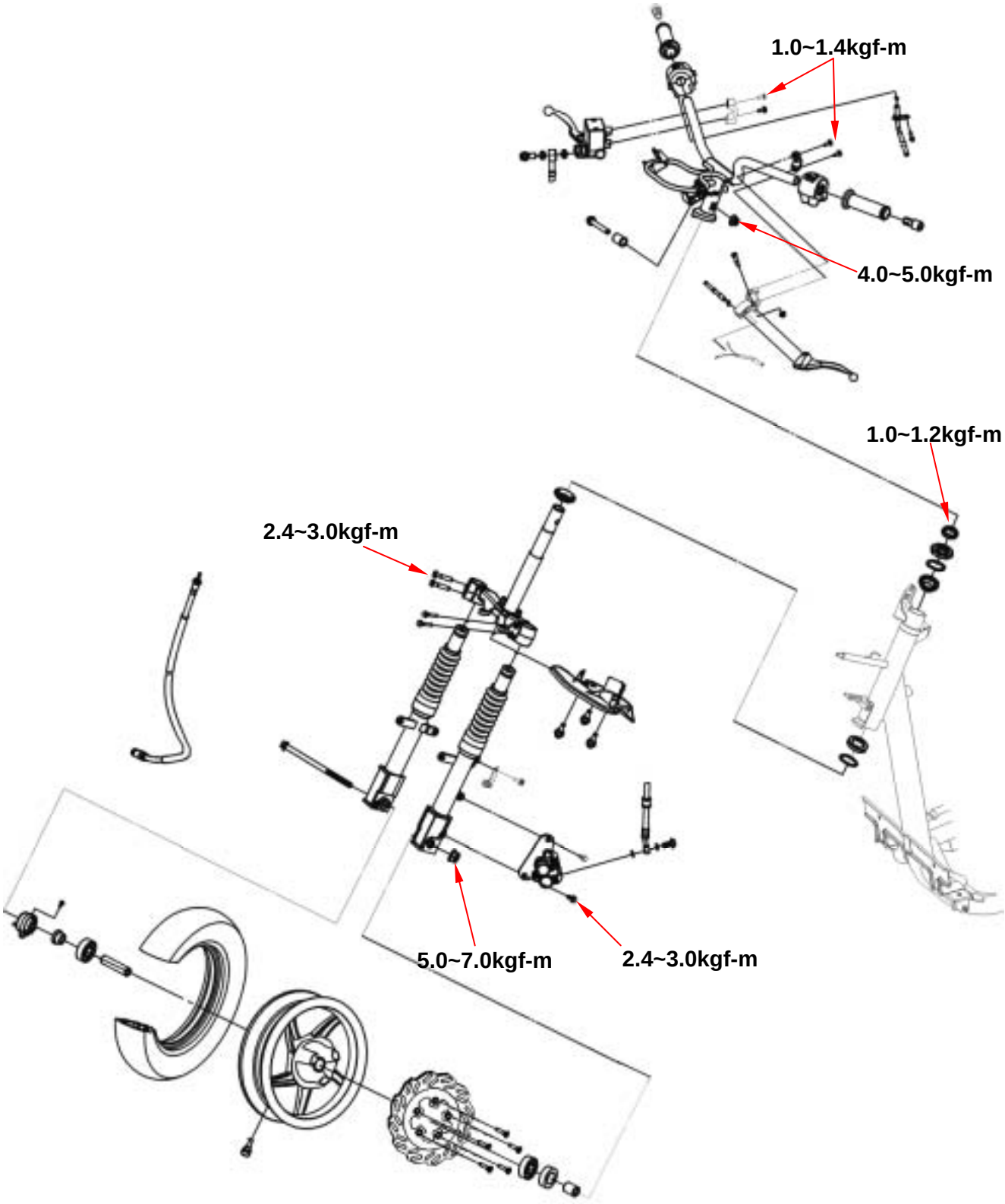
Install spring onto the brake shoes.
Install the brake shoes to the brake panel one after one, and make sure the shoe springs are in correct position.
Install the wheel.





Notes:

Maintenance Information ····· 13-2	Front Wheel ····· 13-5
Troubleshooting ····· 13-2	Front Cushion ····· 13-8
Steering Handle ····· 13-3	Steering Stem ····· 13-9



Maintenance Information

Specification

Item		Standard value (mm)
Shaft bending		—
Rim wobbling	Radial	—
	Axial	—

Torque Value

Steering handle nut	4.0~5.0kgf-m
Brake master cylinder mounting bolts	1.0~1.4kgf-m
Front wheel axle nut	5.0~7.0kgf-m
Brake disc bolt	2.4~3.0kgf-m
Front cushion mounting nut	2.4~3.0kgf-m
Front brake caliper bolt	2.4~3.0kgf-m
Steering stem mounting nut	1.0~1.2kgf-m

Special Tools

Inner bearing puller
Bearing driver 6201

Troubleshooting

Hard To Steer

1. The steering shaft bolt is too tight.
2. The steering shaft bearing are damaged
3. The ball and the top cone of the steering shaft are damaged.
4. Insufficient tire pressure.

The Steering Handle Is Tilted

1. Uneven arrangement of the front cushions.
2. The front fork is bent.
3. The front wheel axle is bent.

The Front Wheel Wobbling

1. The rim is bent.
2. The wheel axle nut is not tightened improperly
3. Bend wheel rim
4. Side-worn or poor tire.
5. The bearing play of the wheel axle is too large.

Soft Cushion

1. Weak front cushion spring

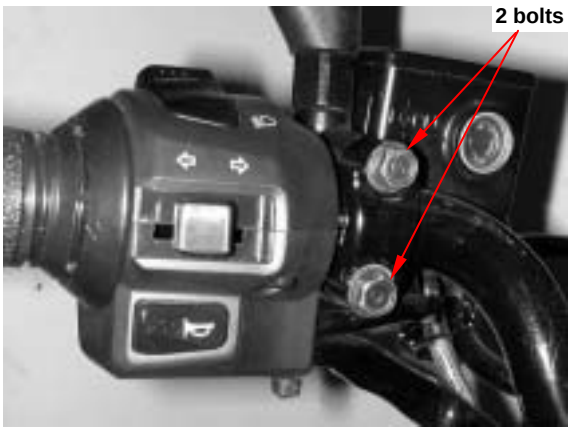
Noise In Front Cushion

1. Cushion outer tube noise
2. The joint of the cushion gets loose.

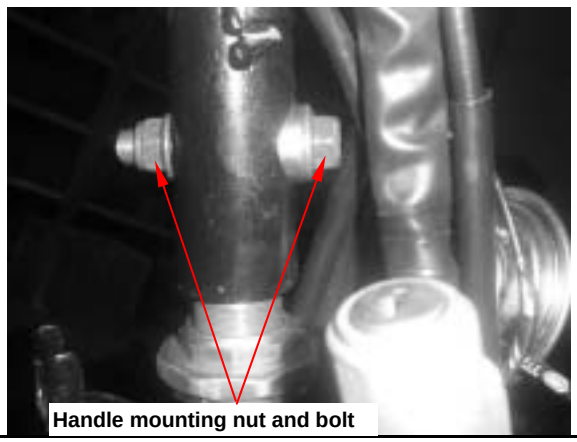
Steering Handle

Removal

Remove handle cover and front cover (refer to chapter 11).
Remove front brake master cylinder **(disc brake)** after 2 bolts removed.



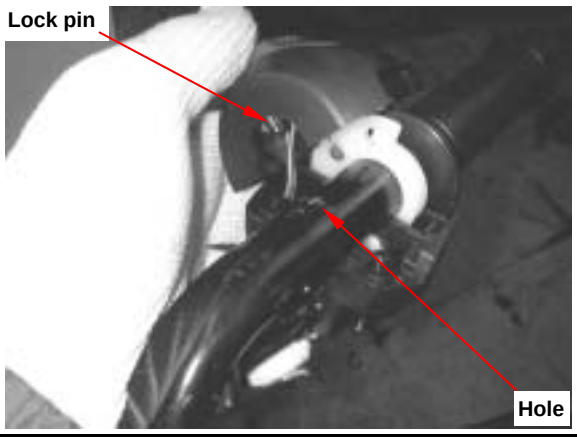
Remove handle mounting bolt and nut, and then remove the handle.

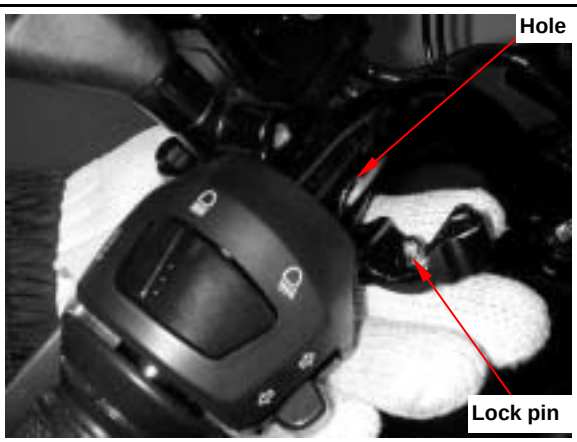


Installation

Installs handle and align with bolt hole.
Install bolt and nut and then tighten it.
Torque value: 4.0~4.5kgf-m

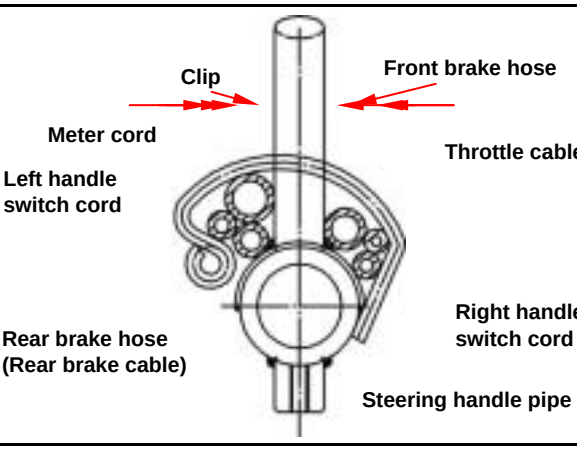
Apply with grease onto throttle cable and the sliding surface of handle grip.
Align the lock pin of the right handle switch with the hole on the handle, and then install the right handle switch.
Tighten the screws. (2 screws)
Align the lock pin of the left handle switch with the hole on the handle, and then install the left handle switch.
Tighten the screws. (2 screws)





Check hoses and cords dispose.
Install all components in reverse order of removal procedures.
Conduct following adjustment:

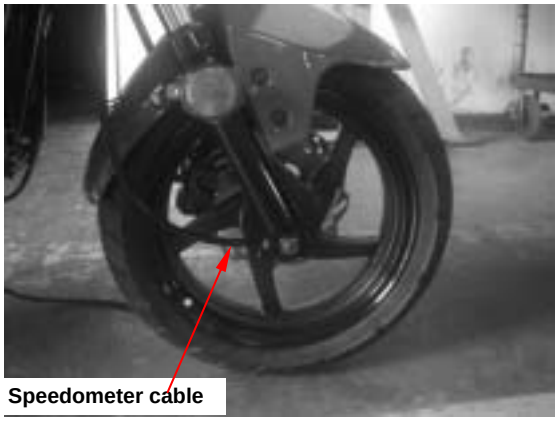
- Oil pump control cable.
- Throttle operation.
- Brake lever free play (drum brake).



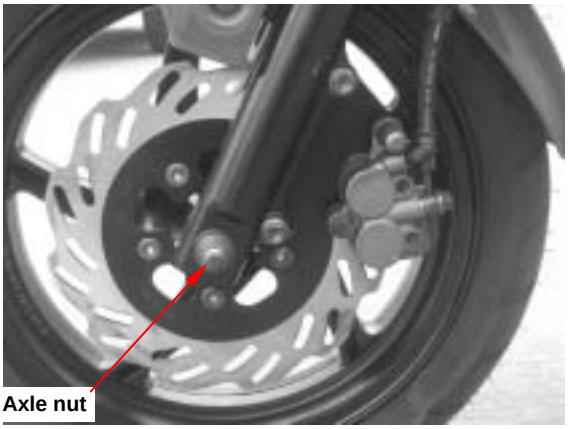
Front Wheel

Removal

Support body bottom and lift front wheel free of ground with a stand.
Remove speedometer cable from speedometer gear box (1 screw).

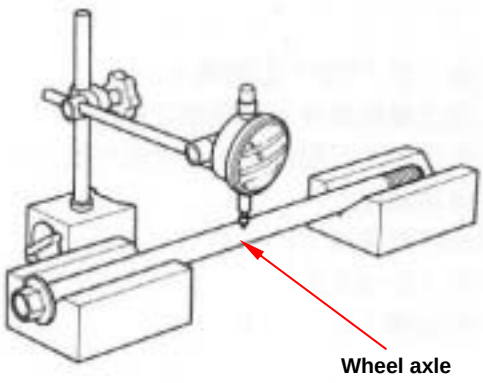


Remove front wheel axle nut, and then pull out the axle and remove the wheel.

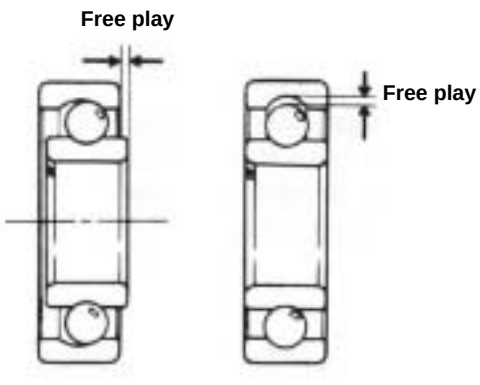


Inspection

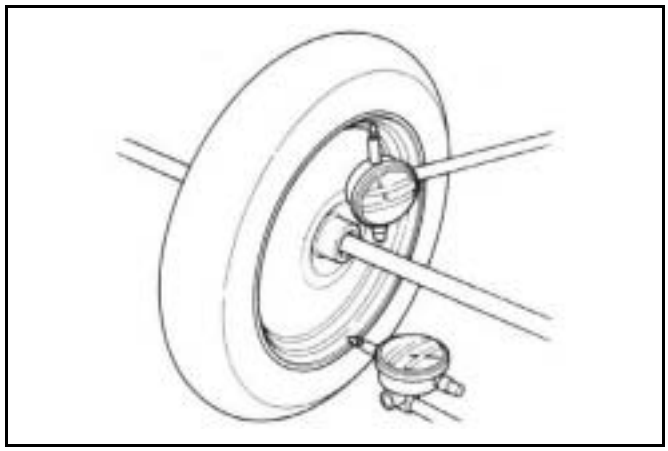
Place the axle onto a V-block to measure its run-out with a dial gauge.
The dial gauge indicated 1/2 run-out.



Place the wheel on to a rotation seat, and turn the wheel to check its bearing free play. If the bearing is noisy or its free play is too much, replace it.

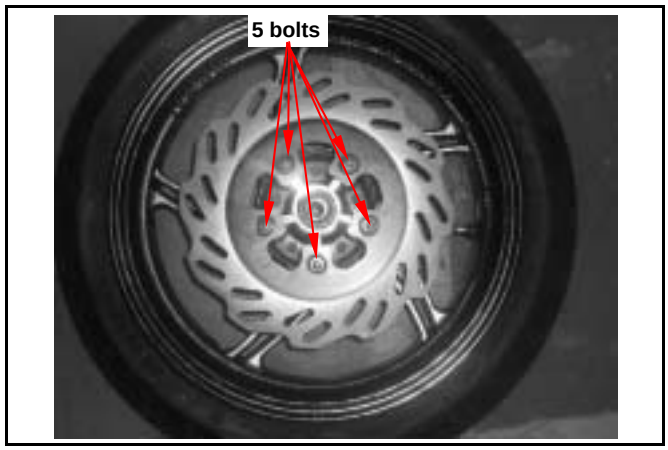


Place the wheel on to a rotation seat to check its rim wobbling. Turn the wheel with hand and measure its rim wobbling value with a dial gauge.



Bearings replacement

Remove 5 bolts and brake disc.



Remove left side dust seal, bearing and dist. collar.

Special tools
Inner bearing puller

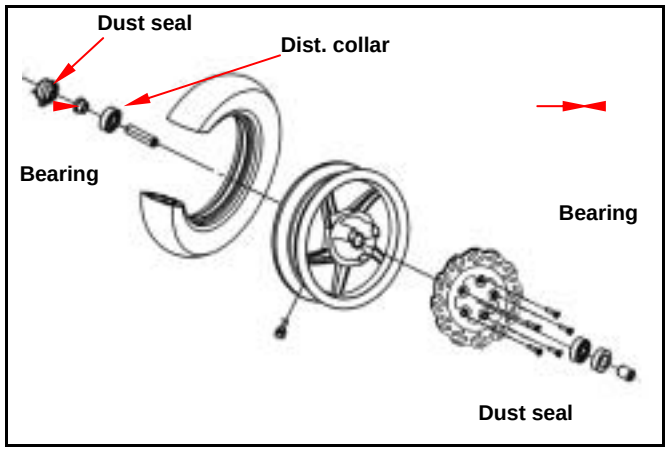


Installation

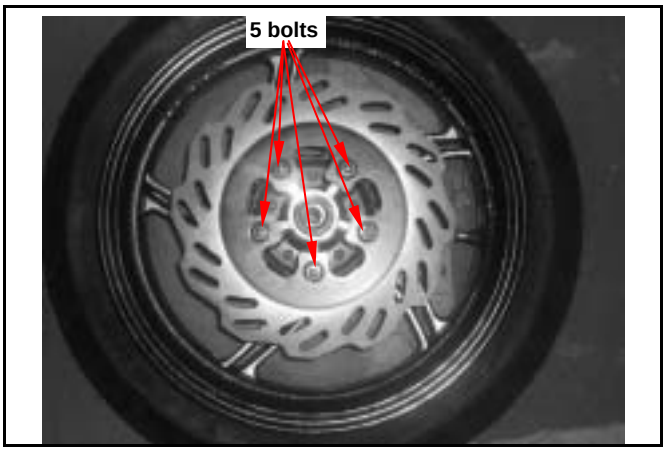
Fill out the block of bearing by grease.
Drive the left bearing, dust seal into wheel rim and install the dist. collar.
Install the right bearing and dust seal.

⚠ Caution

- Carefully install the bearing in correct and evenly.
- Bearing outer face should be faced up as bearing installation.



Install the brake disc and then tighten the bolts **(disc brake).**
Torque value: 2.4~3.0kgf-m

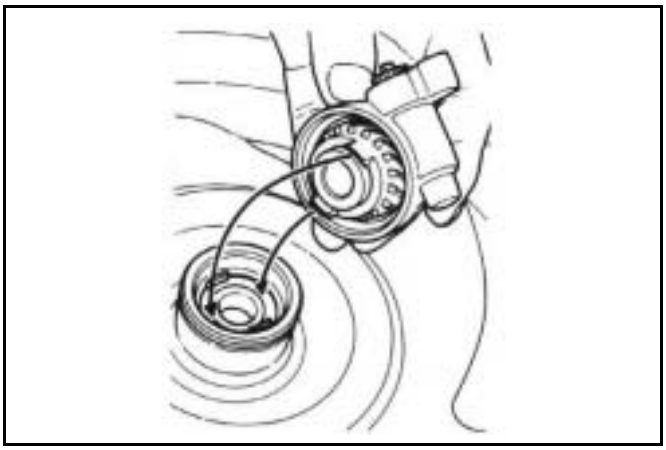


Lubricate the speedometer gear with grease and install the gear into the wheel hub.
Align the flange part on the speedometer gear with the slot of wheel hub.

⚠ Caution

Contaminated brake lining will reduce brake performance so the brake lining, brake drum and disc must be free of grease.

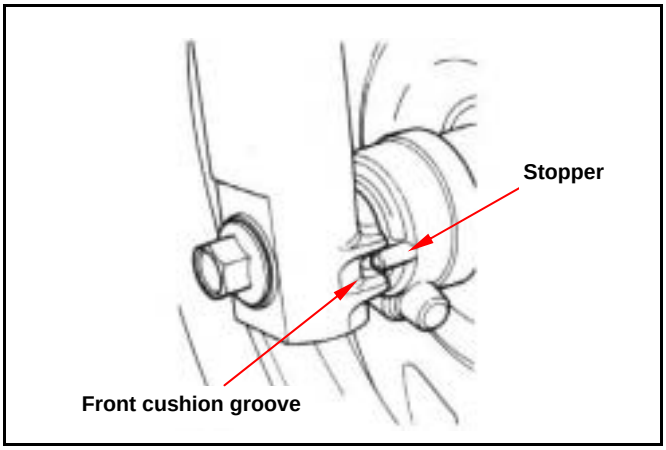
Apply with grease onto the left side dust seal.
Install the left side collar.



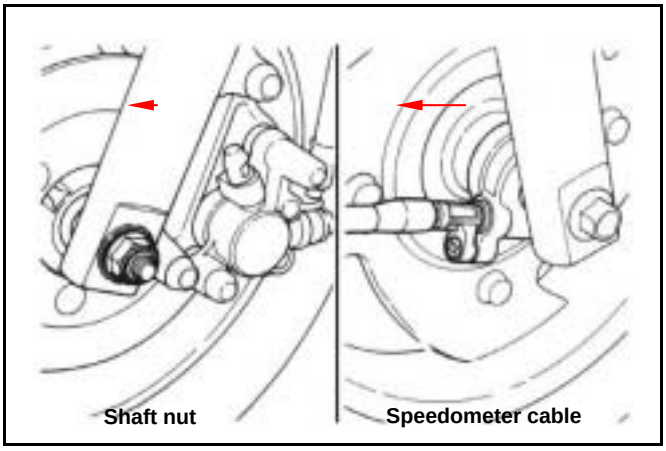
Place the front wheel between the front cushions.

⚠ Caution

Align the front cushion groove with the speedometer gear box stopper flange.



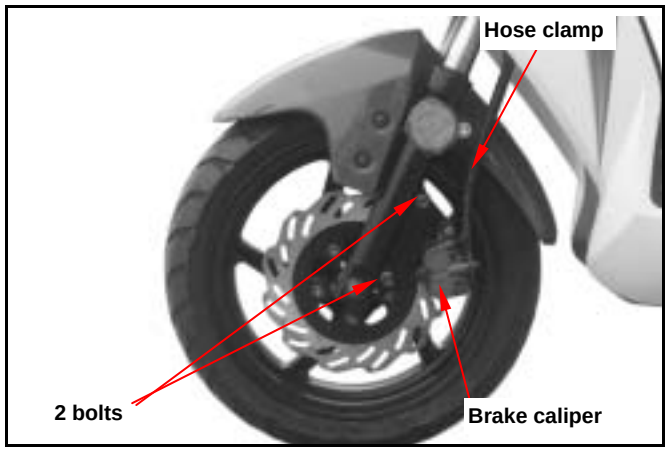
Insert the wheel axle into the wheel, and then install the wheel axle nut.
Tighten the nut to specified torque.
Torque value: 5.0~7.0kgf-m
Connect the speedometer cable to the speedometer gear box.



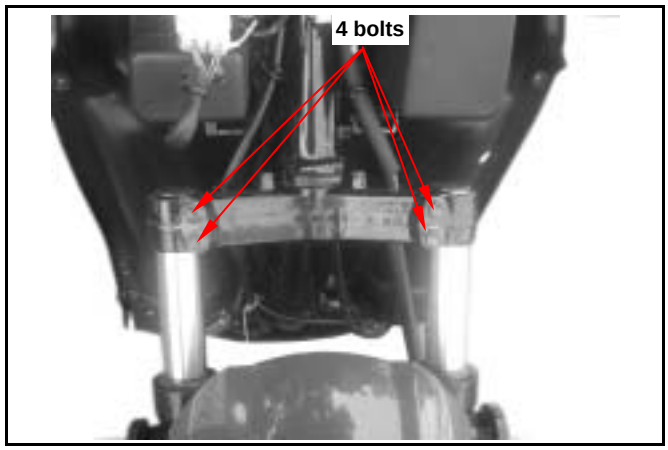
Front Cushion

Removal

Remove front cover, front fender and front wheel.
Remove the caliper mounting bolt and the caliper.
Take out the hose from hose clamp.



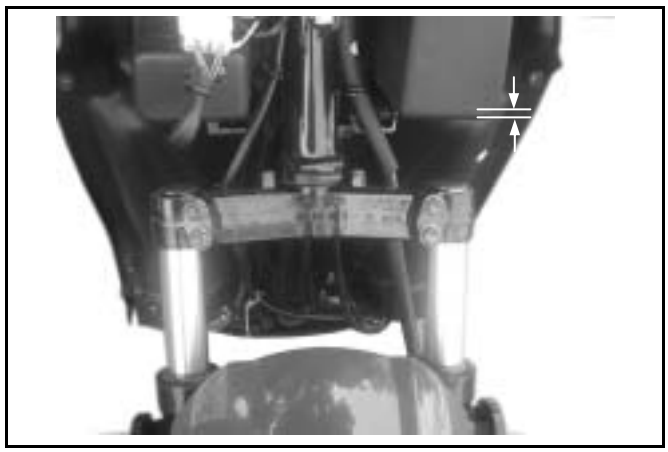
Remove the front cushion upper bolts and the front cushion.



Installation

Align the cover flange with upper level of the cushion clamp, and then tighten bolts.
Torque value: 2.4~3.0kgf-m

Install the removed components in reverse order of removal procedures.



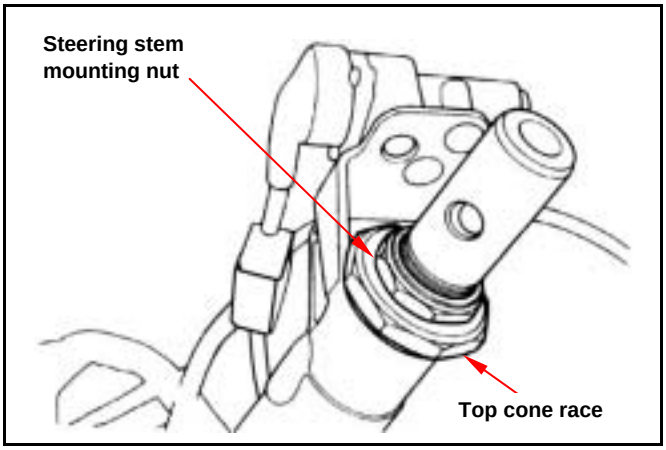
Steering Stem

Removal

Remove steering handle, front wheel and front cushion.
Remove the steering stem mounting nut.
Remove top cone race and front fork.

⚠ Caution

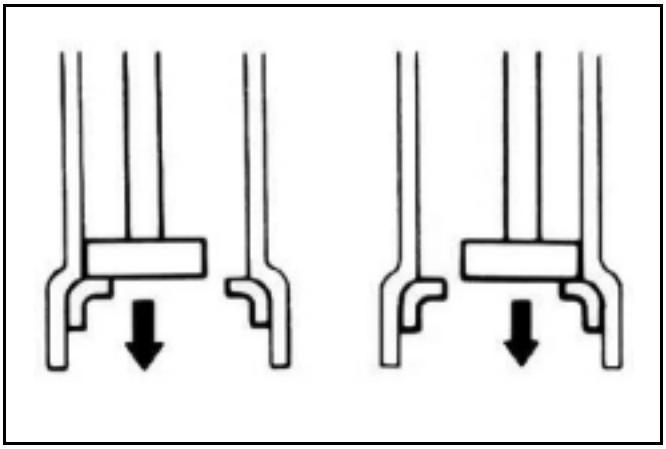
Place the steel ball onto a parts container to prevent from missing.



Slightly tap the top and bottom ball bearing seats with a plastic hammer to remove the seats.
Remove bottom cone race body with a punch.

⚠ Caution

Do not damage the steering stem.

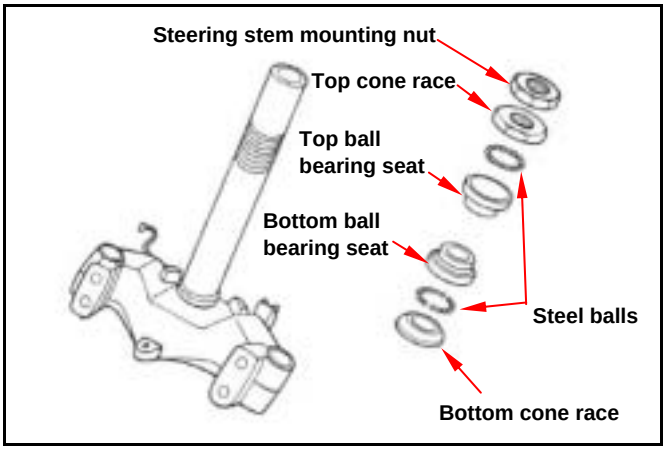


Installation

Install a new bottom cone race onto the steering stem.
Push the cone race until to mounted position.

⚠ Caution

Do not tilt the ball bearing seats as installation.

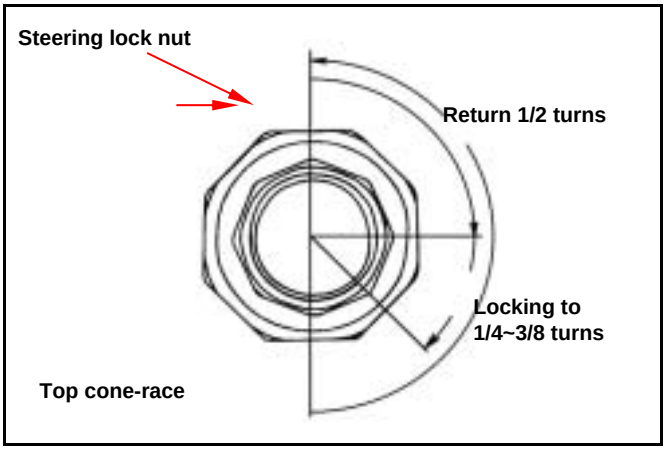


Apply with grease onto the ball bearing seats, and install steel balls onto the seats.
(Top: 26 balls, bottom: 29 balls)

Lubricate the top cone race seat with grease.
Screw the cone race in to top ball bearing seat till touching, and then screw out the cane race 1/4~3/8 turns.

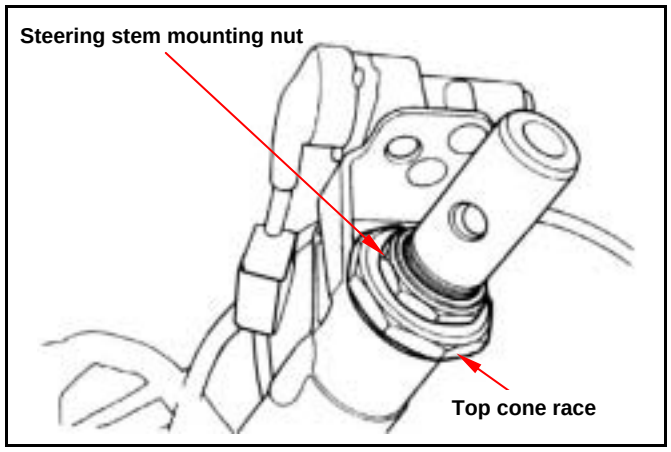
⚠ Caution

Check the steering stem that should be rotated freely and no clearance in vertical direction.

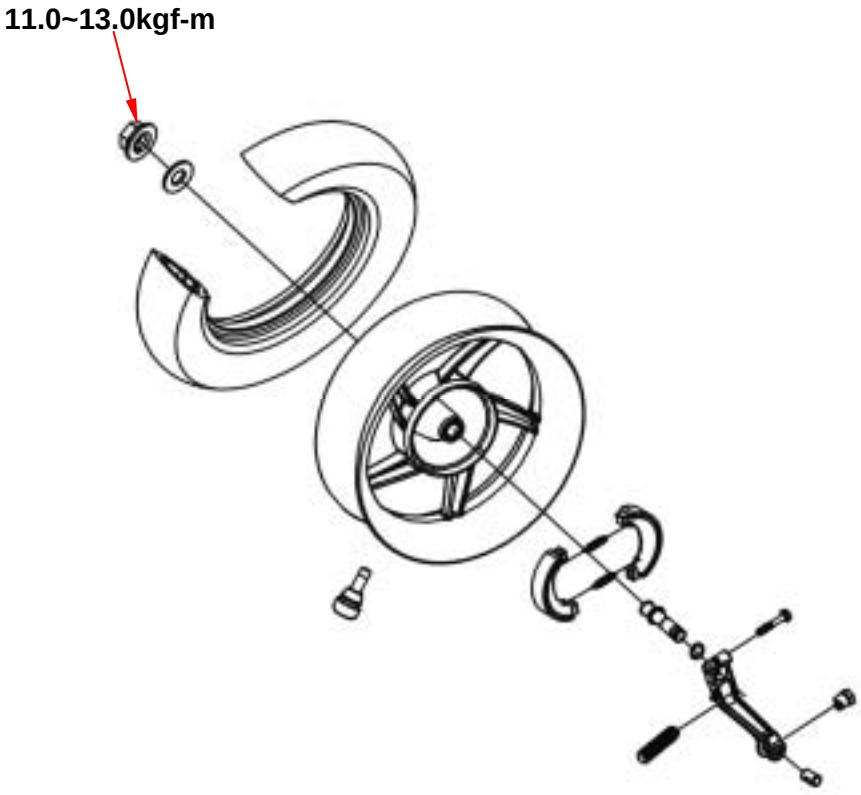


Install the steering stem mounting nut and tighten the nut by means of holding the top cone race body.
Torque value: 1.0~1.2kgf-m

Install in reverse order of removal procedures.



Maintenance Information·····14-2	Rear Wheel·····14-3
Troubleshooting·····14-2	Rear Cushion·····14-5



Maintenance Information

Specification

Item	Standard value (mm)
Rear wheel rim run out	—

Torque Value

Rear cushion upper mounting bolt	3.5~4.5kgf-m
Rear cushion lower mounting bolt	2.4~3.0kgf-m
Rear wheel nut	11.0~13.0kgf-m
Bolts for the brake disc	2.4~3.0kgf-m
Exhaust pipe connection nut	1.0~1.4kgf-m
Exhaust muffler mounting bolt	2.4~3.0kgf-m

Troubleshooting

Rear wheel wobbling

1. Bend wheel rim
2. Poor tire
3. Loosen wheel shaft

Cushion too soft

1. Insufficient cushion spring force

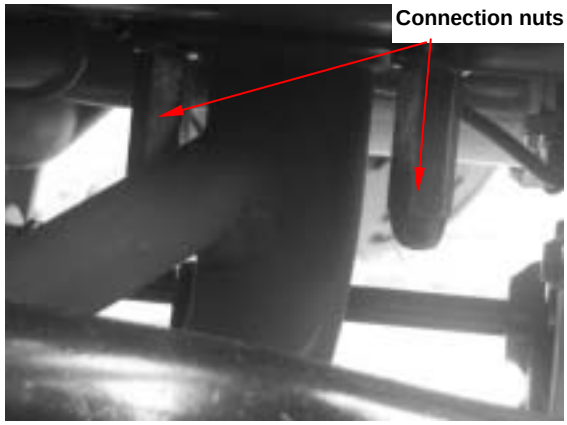
Poor brake performance

1. Poor brake adjustment
2. Contaminated brake lining
3. Worn brake lining cam
4. Worn brake cam lever
5. Worn brake drum
6. Improper installation of brake arm gear set.

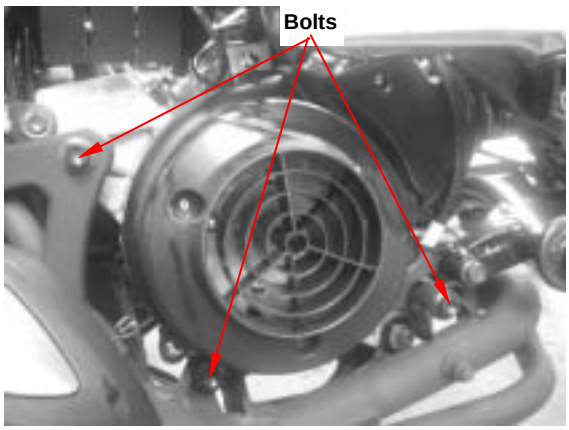
Rear Wheel

Remove

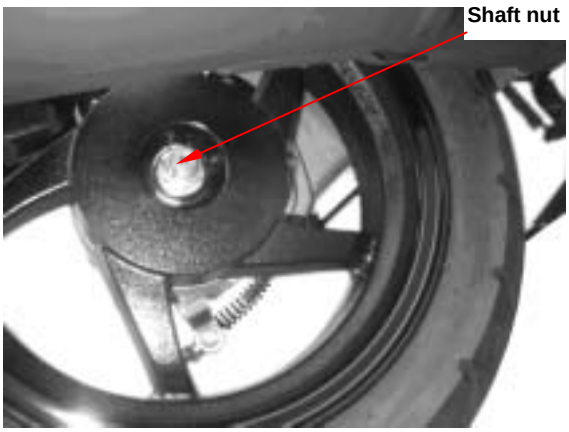
Remove exhaust pipe nut. (2 connection nuts)



Remove exhaust muffler bolt (3 bolts), then remove the muffler.

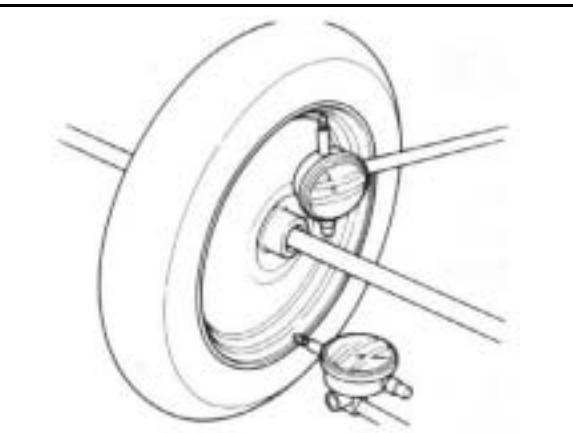


Remove rear wheel shaft nut and then remove the rear wheel.



Inspection

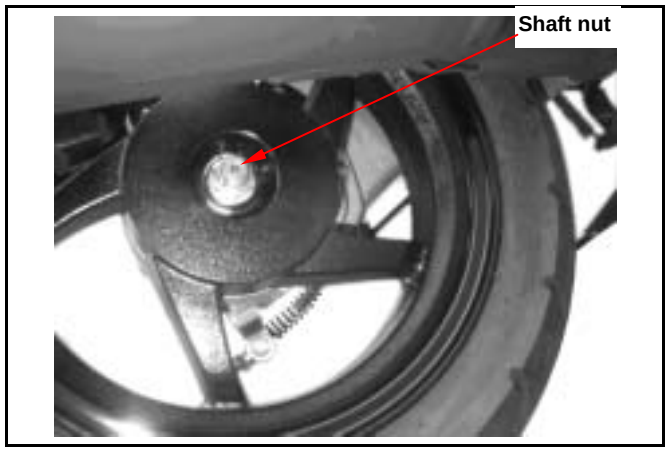
As the diagram shown, measure wheel rim wobbling with a dial gauge.



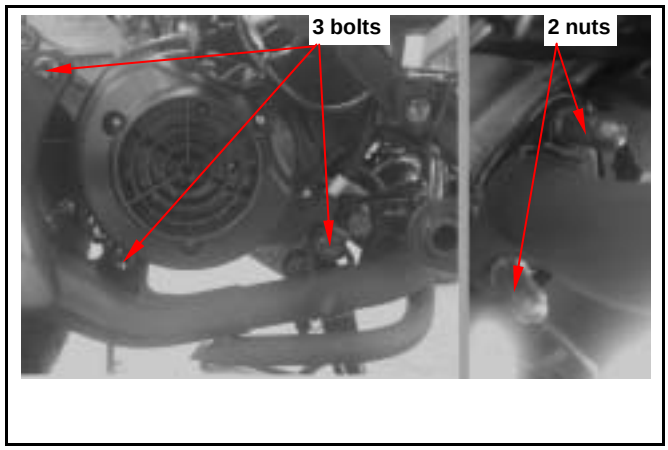
Brake disc removal / install

Installation

Install the rear wheel and tighten the nut.
Tighten torque: 11.0~13.0kgf-m



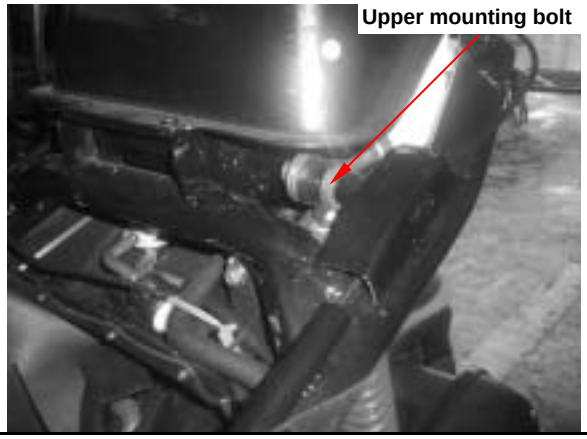
Install exhaust pipe & muffler.
Tighten torque (bolt): 2.4~3.0kgf-m
Tighten torque (nut): 0.8~1.2kgf-m



Rear Cushion

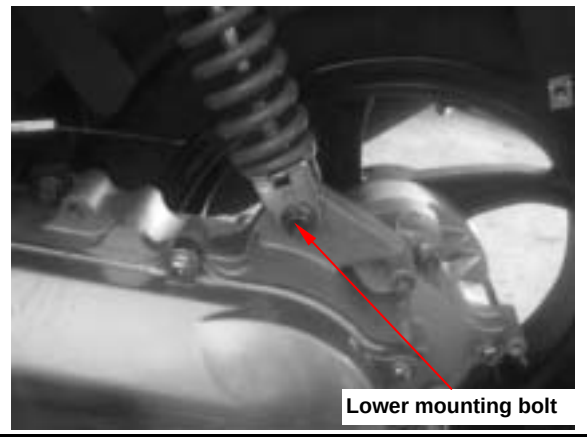
Removal

Remove luggage box.
Remove air cleaner.
Remove rear cushion upper & lower bolts.
Remove rear cushion.



Installation

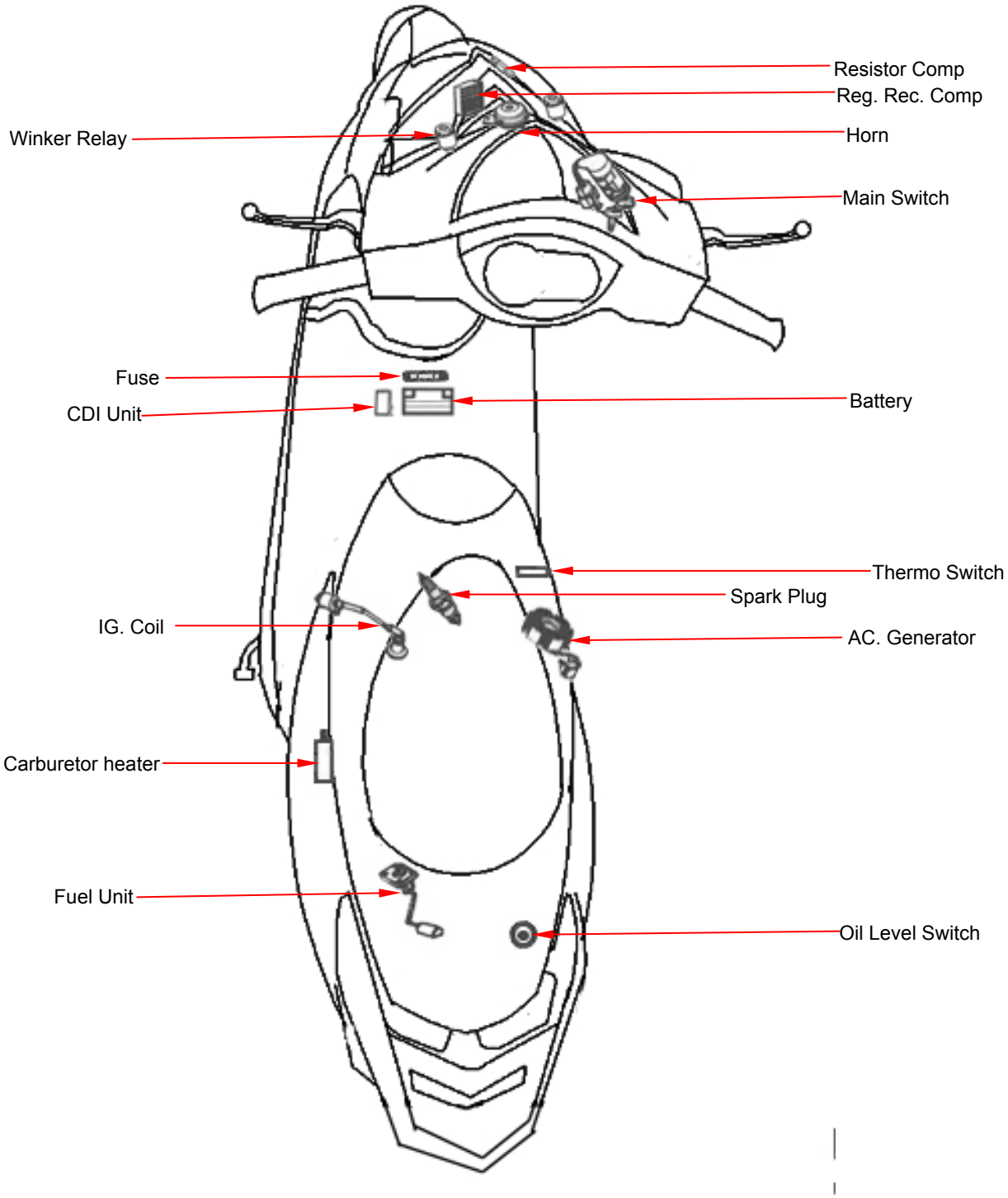
Install the rear cushion.
Tighten the upper & lower mounting bolts to specified torque.
Torque value:
Upper mounting bolt: 3.5~4.5kgf-m
Lower mounting bolt: 2.4~3.0kgf-m
Press down the tail of the scooter for several times to check cushion operation.
Install all components in reverse order of removal procedures.



Note:

MECHANISM DIAGRAM 16-1	STARTING SYSTEM..... 16-14
PRECAUTIONS IN OPERATION 16-2	METER 16-15
TROUBLE DIAGNOSIS 16-4	LIGHTS/BULBS 16-17
CHARGING SYSTEM 16-5	SWITCH..... 16-19
IGNITION SYSTEM..... 16-11	FUEL UNIT 16-22

MECHANISM DIAGRAM



PRECAUTIONS IN OPERATION

Charging System

- When remove the battery, the disconnection sequence of cable terminals shall be strictly observed. (First disconnect the negative cable terminal, next, the positive cable terminal.)
- MF (Maintenance Free) battery does not need to check, add electrolyte or distilled water.
- Battery must be taken out from scooter when charging the battery. But do not open the battery caps.
- Do not quick charge the battery unless in emergency.
- A voltmeter must be used when checking battery charging condition.
- Battery can be charged or discharged alternately. To set a discharged battery idle for a prolonged period will shorten its service life and reduce its capacity. Usually, battery's capacity will reduce after 1~2 years. After low capacity battery was charged, its voltage will increase. If it connects to an additional load, the voltage will reduce suddenly, and then go up again.
- Over-charged battery. Usually, the over-charged battery can be seen externally. If a short circuit occurred inside the battery, there will be no voltage on the terminals of battery if voltage regulator does not operate. Then, the battery's voltage will be too high that may reduce battery's life.
- The battery will be self-discharged if it was set idle for a long time. An idle battery must be charged about every 2months.
- A new battery filled with electrolyte will generate a voltage after filled out electrolyte. The voltage should be in 12.5V or more after 10 minutes. When electrolyte is not enough, the battery must be filled with electrolyte and then charged to prolong the battery's life-span.
- Please check electrical device according to the procedure of diagnosis chart.
- Do not disconnect and connect the connector of electrical devices when current is passing these devices because this will generate high voltage and the electrical components in the voltage-current regulator will be damaged. The ignition switch must be turned OFF before performing any work.
- Please do not replace with traditional type battery as replacement.
- Please refer to the removal instruction when removing the alternator and the pulse generator.

Ignition System

- Please follow the procedure of trouble diagnosis chart to check ignition system.
- The ignition system equipped with a auto-advanced timing device in CDI unit. Thus, ignition timing need not to be adjusted. In case of incorrect ignition timing occurred, check the CDI unit or alternator system. It has to check the ignition timing with the ignition timing light if replaced these components.
- Do not hang or impact the CDI unit of ignition system because the major faulty of CDI unit is caused by impact. Therefore, take care when disassembling.
- Most of ignition system problems were resulted from poor connecting connector. Please check the connectors first when servicing.
- Make sure that the heat range of spark plug is suitable. Improper spark plug is the main cause of poor engine operation or combustion.
- Inspection procedures in this manual are based on Max. voltage. This manual also contains methods of how to check ignition coil resistance and component operation.
- Please follow the continuity chart to check ignition switch.

Starting System

- Starting motor can be removed directly from engine.
- Please refer to chapter 10 for starting clutch removal procedures.

Specification

Charging System

Item		Specification
Battery	Type	YTX7A-BS
	Capacity	12V6Ah
	Charging rate	0.7A / 5~10 hours (standard), 3A / 1 hour (fast charging)
Leak current		< 1 mA
Charging current		2.1 A / 5000 rpm ↑
Control voltage in charging		14.0~15.0 V / 5000 rpm

Ignition System

Item		Specification
Spark plug	Model	NGK BR8HSA (Recommended)
	Gap	0.6~0.7 mm
Ignition coil and resistance	Primary coil	0.19~0.23 Ω
	Secondary coil	2.8~3.4 KΩ
Ignition timing “F” mark		13°BTDC / 1700 rpm

TROUBLE DIAGNOSIS

Charging System

No power supply

- Dead battery
- Disconnect battery cable
- Fuse burned out
- Faulty ignition switch

Low voltage

- Weak battery
- Loose battery connection
- Charging system failure
- Voltage-current regulator failure

Intermittent power supply

- Loosen wire connector in charging system
- Loose battery cables
- Loose charging system connection
- Loose connection in lighting system

Charging system failure

- burn Fuse
- Loose, broken or shorted wire or wire connection
- Faulty voltage-current regulator
- Faulty alternator

Ignition System

No spark produced by spark plug

- The spark plug is out of work
- The cable is poorly connected, open or short-circuited
  - Between alternator and C.D.I.
  - Between CDI and ignition coil.
  - Between CDI and main switch
- Poor main switch
- Poor C.D.I.
- alternator is out of work

Engine does not crank smoothly

- Primary coil circuit
  - Poor ignition coil
  - Poor connection of cable and connectors
  - Poor main switch
- Secondary coil circuit
  - Poor ignition coil
  - Poor spark plug
  - Poor high-tension cable
  - Current leakage in the spark plug cap
- Incorrect ignition timing
  - Poor alternator
  - Improper installation of the pulse sensor
  - Poor C.D.I.

Starting System

Starter motor does not work

- The fuse is blown
- The battery is not fully charge
- Poor main switch
- Poor starter switch
- The front and rear brake switches do not operate correctly
- Starter magnetic switch is out of work
- The ignition coil is poorly connected, open or short-circuited
- The starter motor is out of work

Weak starter motor

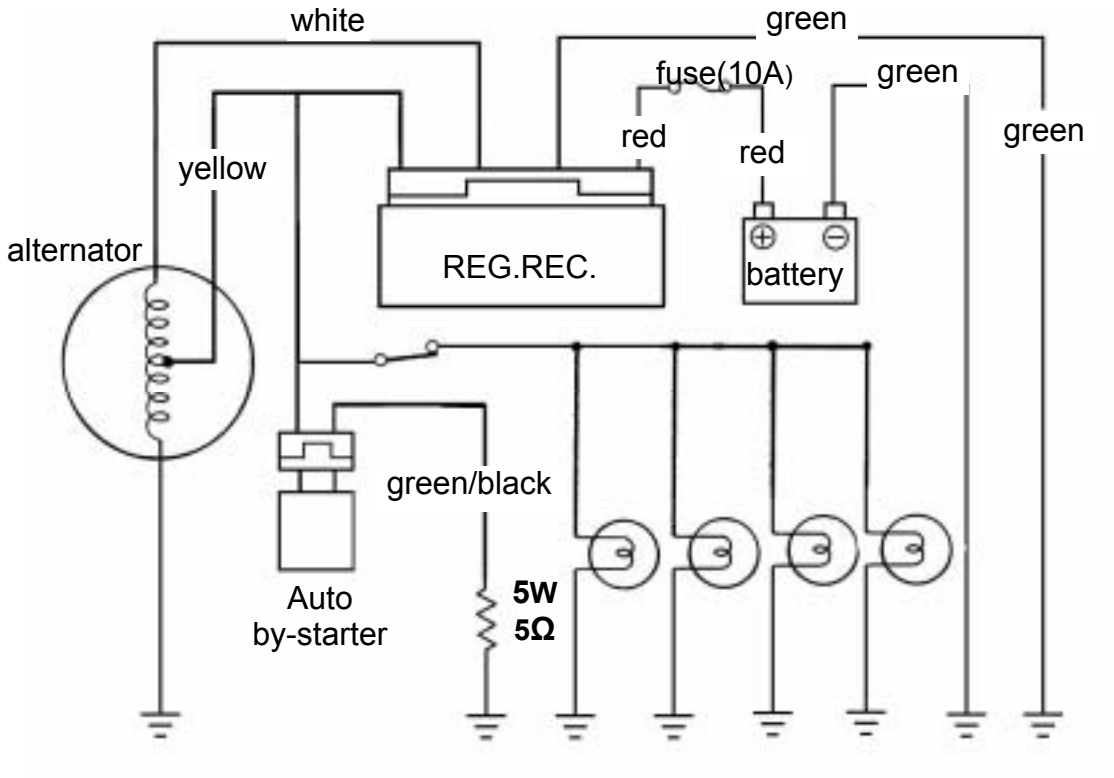
- Poor charging system
- The battery is not fully charged
- Poor connection in the windings
- The motor gear is jammed by foreign material

Starter motor is working, but engine does not crank

- Poor starter motor pinion
- Poor starter clutch
- The starter motor run in reverse direction
- Poor battery

CHARGING SYSTEM

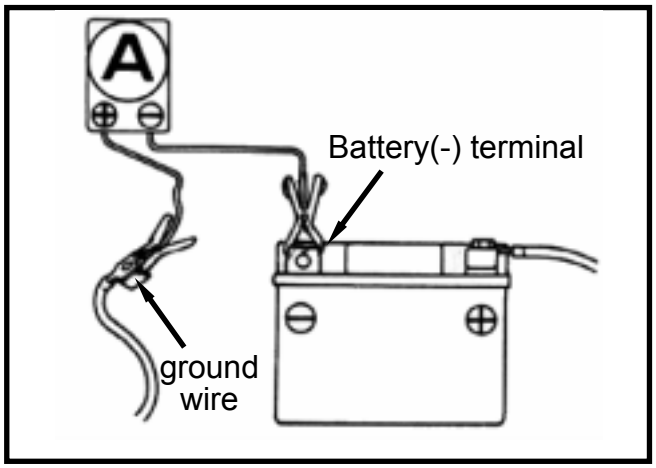
Charging wire diagram



Current Leakage Inspection

Turn the main switch to OFF position, and remove the negative cable terminal (-) from the battery.

Connect an ammeter between the negative cable terminal and the battery negative terminal (as shown on left diagram).



⚠ Caution

- In the current leakage test, set the current range at larger scale, then gradually decrease to the lower scale as the test process goes to avoid possible damage to the ammeter and the fuse.
- Do not turn the main switch to “ON” position during test.

If the leaked current exceeds the specified value, it may indicate a short circuit.

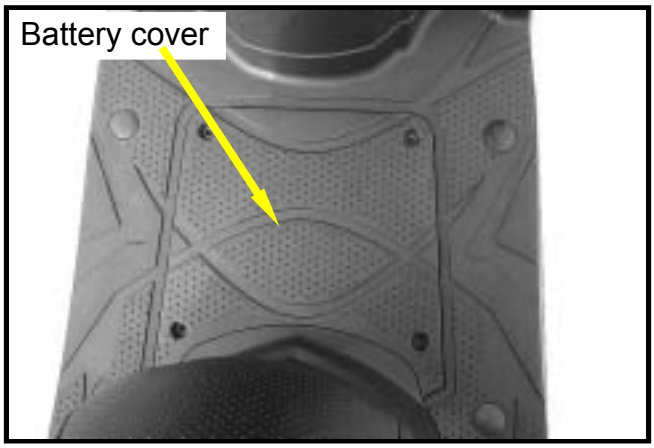
Allowable current leakage: Less than 1 mA.

Disconnect each cable one by one and take measurement of the current of each cable to locate the short circuit.

Battery

Removal

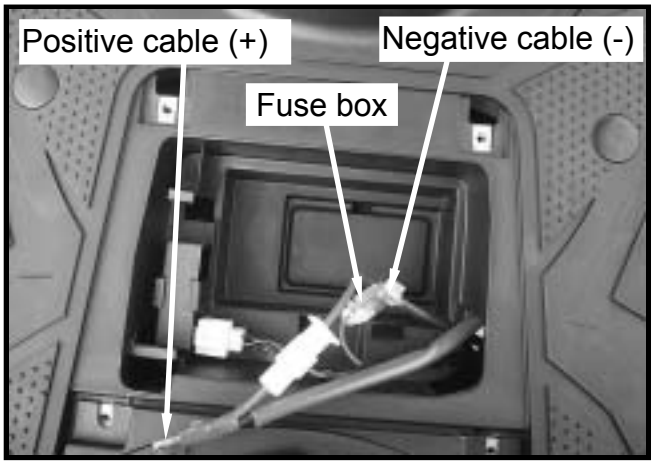
Remove the battery cover.



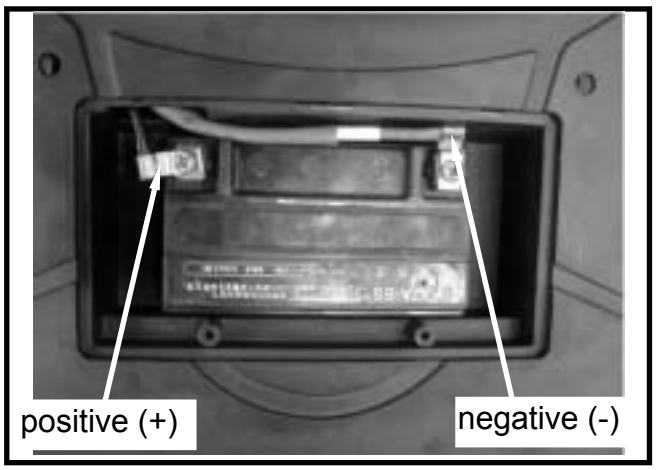
CAUTION

- Electrolyte (diluted sulfuric acid) is very toxic. Once it spreading on clothes, skin, or eyes, it will cause burned or blind. In case of being spread, flush with great quantity of water immediately, and then send to hospital.
- When clothes is spread by electrolyte, it will contact with skin. So, it must flush with great quantity water to take off the clothes.

Remove the battery cover.



Disconnect the negative (-) cable from the battery first, then the positive (+) cable. Remove the battery.



Install the battery in reverse order of removal.

CAUTION

- To prevent form circuit short, connect positive(+) terminal at first, and next negative (-) terminal.

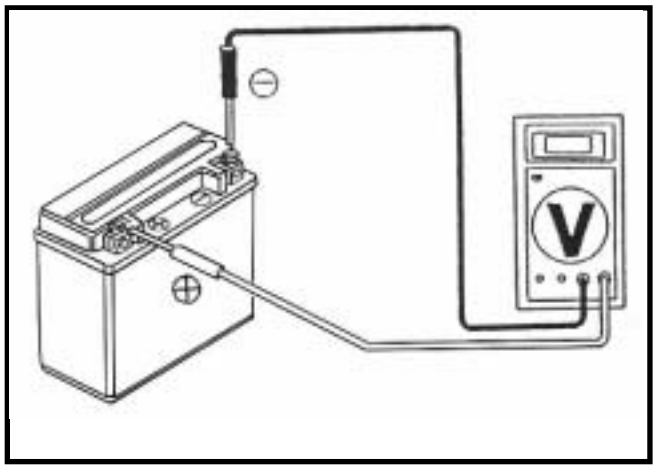
Voltage Check

With a digital voltage meter or multi-meter to measure battery voltage.

Voltage:

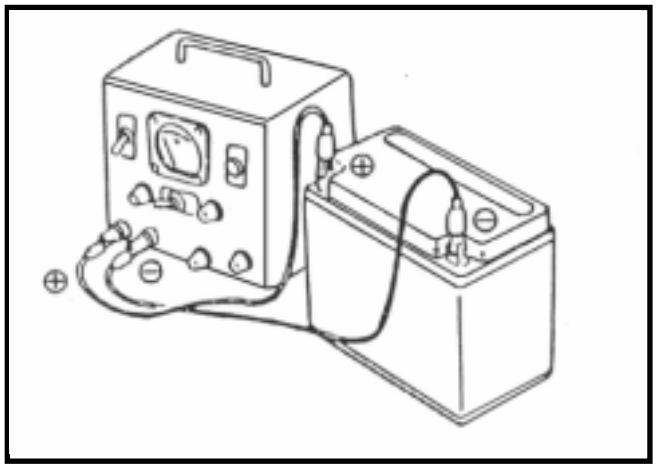
Fully charged: 13.0 – 13.2V (at 20℃)

Undercharged: Below 12.3 V (at 20℃)



CHARGING

Connect the Charger positive (+) to the battery positive (+) terminal.
Connect the Charger negative (-) to the battery negative (-) terminal.



	Standard	Max.
Charging current	0.6A	6.0A
Charging time	5~10H	1H

⚠ Warning

- Strictly keep flames away from a charging battery.
- The charging “ON”/ “OFF” is controlled by the charger’s switch. Do not control the charging by battery jump wires.
- Turn the charger’s switch “OFF” at first before or after charging to prevent from sparks created on the connectors and explosion.
- To charge a battery must be based on the battery’s ampere-hour showed on label.

⚠ CAUTION

- Quick charge a battery should be used only in an emergency.
- Make sure the current and charging time of above description.
- The battery will be damaged by too much current or too rush charging.
- When finishing charge, it is necessary to measure voltage after 30 minutes.

After installing the battery, coat the terminals with clean grease.

Charging Voltage/Current Inspection

⚠ Caution

- Before conducting the inspection, be sure that the battery is fully charged. Use a fully charged battery having a voltage larger than 13.1 V. If undercharged, the current changes dramatically.
- While starting the engine, the starter motor draws large amount of current from the battery. Thus, do not start the engine with battery.

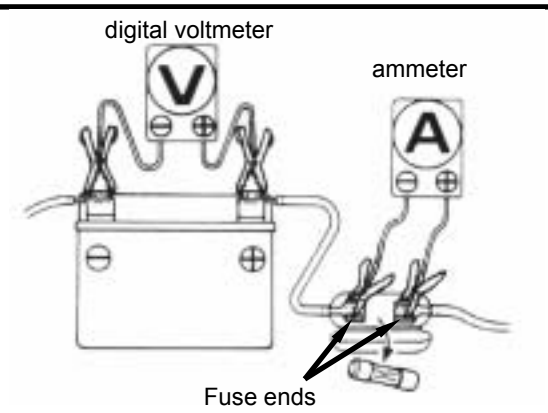
After the engine is warmed up, replace original battery with a fully charged battery.
Connect a digital voltmeter to the battery terminals.
Connect an ammeter between both ends of the main fuse.

⚠ Caution

When the probe is reversibly connected, use a voltmeter having an indication that the current flows from the positive or the negative direction and the measurement should be at zero, ammeter at one direction only.

⚠ Caution

- Do not use short-circuit cable.
- It is possible to measure the current by connecting an ammeter between the battery positive terminal and the cable position terminal, however, while the starter motor is activated, the surge current of the motor draws from the battery may damage the ammeter. Use the kick lever to start the engine.
- The main switch shall be turned to OFF position during the process of inspection. Never tamper with the ammeter and the cable while there is current flowing through. It may damage the ammeter.



Turn on the headlight to high beam and start the engine.
Accelerate the engine gradually to the specified revolution per minute and measure the charging voltage/current.

Specified Charging Current:
(headlight OFF) 0.6 A or more/2500rpm
1.2 A or more / 6000 rpm
(headlight ON) 0.4 A or more/2500rpm
1.0 A or more / 6000 rpm
Control Charging Voltage:
14.0+/0.5 V / 2000 rpm

⚠ Caution

To replace the old battery, use a new battery with the same current and voltage.

The following problems are related to the charging system, follow the instructions provided in the checking list to correct it if any one of the problems takes place.

(1) The charging voltage can not exceed the voltage between two battery terminals and the charging current is in the discharging direction.
(2) The charging voltage and current are too much higher than the standard values.

The following problems are not related to the charging system; correct it if any by following steps indicate in the checking list.

(1) The standard charging voltage and current can only reach when the revolution of the engine exceeds the specified rpm.
- Bulbs used exceed their rate and consume too much power.
- The replacement battery is aged and does not have enough capacity.

(2) The charging voltage is normal, but the current is not.
- The replacement battery is aged and does not have enough capacity.
- Battery used do not have enough electricity or is over charged.
- The fuse of the ammeter is blown.
- The ammeter is improperly connected.

(3) The charging current is normal, but the voltage is not.
- The fuse of the voltmeter is blown.

VOLTAGE REGULATOR INSPECTION

Remove the front cover. (screws 4 x 2).
Remove the front cover mounting bolt(bolt x 1)and remove the left/right turnlight wiring connector.
Disconnect the 4P connector on the diode, and check the continuity between main wire terminals according to following method.

Main wire circuit inspection

Item (wire color)	Judgment
Check voltage between battery terminal (red) and ground (green).	Battery voltage
Check continuity between ground(green) and frame.	Continuity
Check illumination wire (yellow) to ground. (disconnect the connector of the resistor's pin and automatic by-starter pin. Illumination switch is in OFF)	Continuity & resistance
Check charging coil (white) to ground)	Continuity & resistance

If the measured value is abnormal, check the abnormal wire circuit. If components are good, it could be a poor wire circuit.
If all items are in good condition, then replace the voltage regulator.
If main wire circuit check is in normal and there is no loose in the pins of voltage regulator connector, then measure the resistance between the connector of voltage regulator.

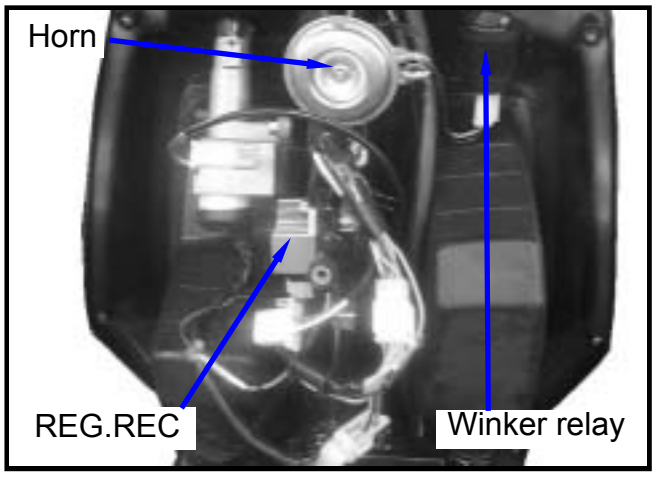
Voltage Regulator Check **Unit: Ω**

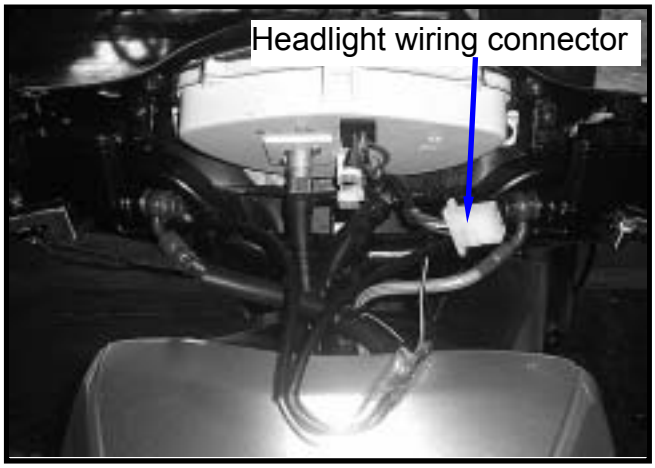
Multi-meter(+) / Multi-meter	Red (R)	White (W)	Yellow (Y)	Green (G)
Red (R)		∞	∞	∞
White (W)	∞		0.04~0.06	160~180
Yellow (Y)	∞	0.04~0.06		160~180
Green (G)	∞	160~180	160~180	

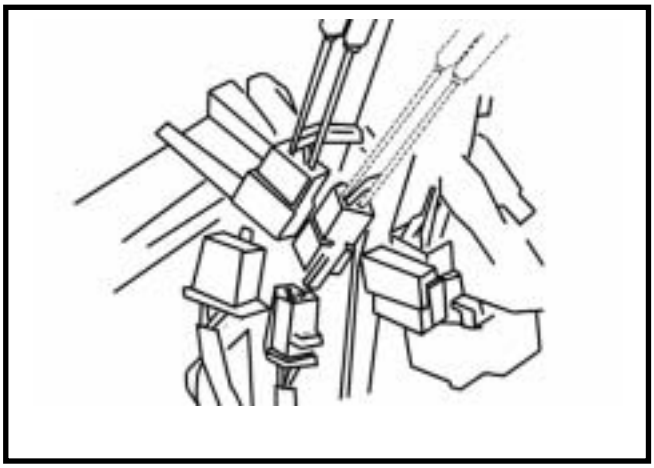
If the resistance values are abnormal among the pins, replace the voltage regulator.

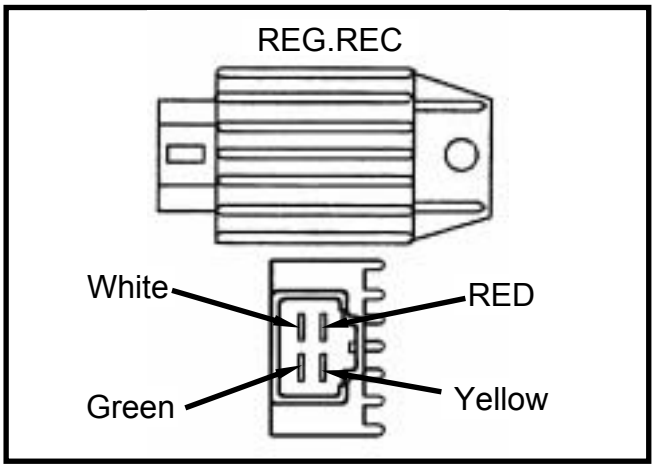
Caution

- Do not touch the probe of multi-meter by fingers, then the resistance values will be incorrect because there is some resistance existence in human body.
- To use the multi-meter recommended by SYM. Otherwise, the measured resistance might be different.









Alternator charging coil

Caution

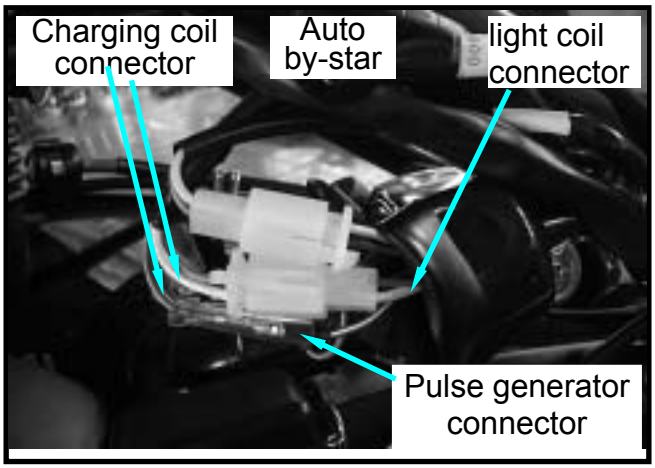
The check of alternator charging coil and illumination coil can be done when the alternator is mounted on engine.

Check

Remove the 3P connector of the alternator.
Measure the resistance between the white wire on the alternator and frame ground with a multi-meter.

Standard: 0.6±0.1Ω (20℃)

Replace the alternator charging coil if the measured value exceeds standard.



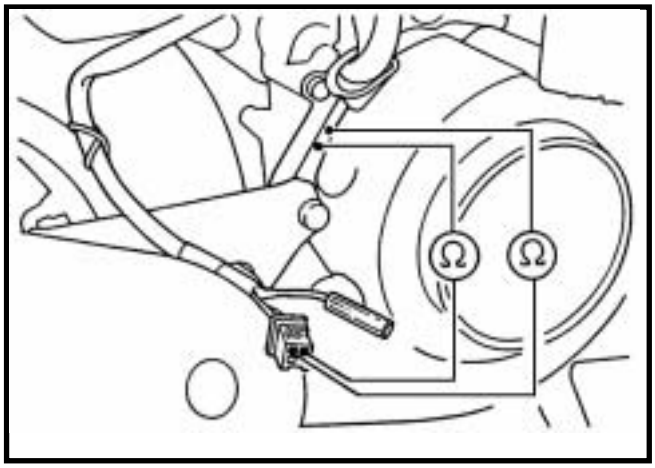
Alternator lighting coil

Check

Remove the 3P connector of the alternator.
Measure the resistance between the yellow wire on the alternator and frame ground by multi-meter.

Standard: 0.8±0.1Ω (20℃)

Replace the alternator lighting coil if the measured value exceeds standard.



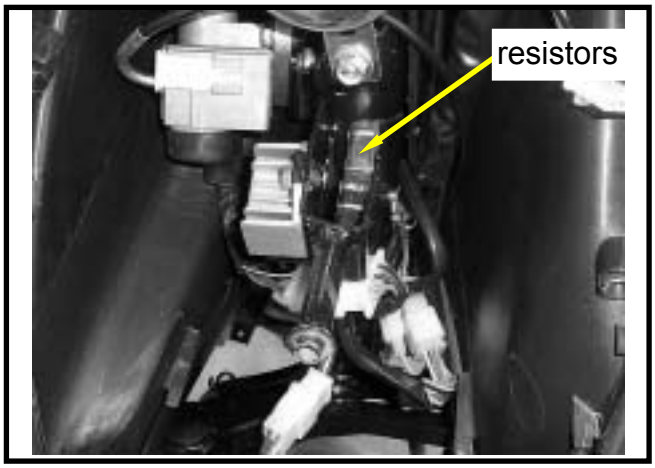
Resistor check

Remove the front cover.

Measure the resistance between the resistor wire (green/black) and frame ground.

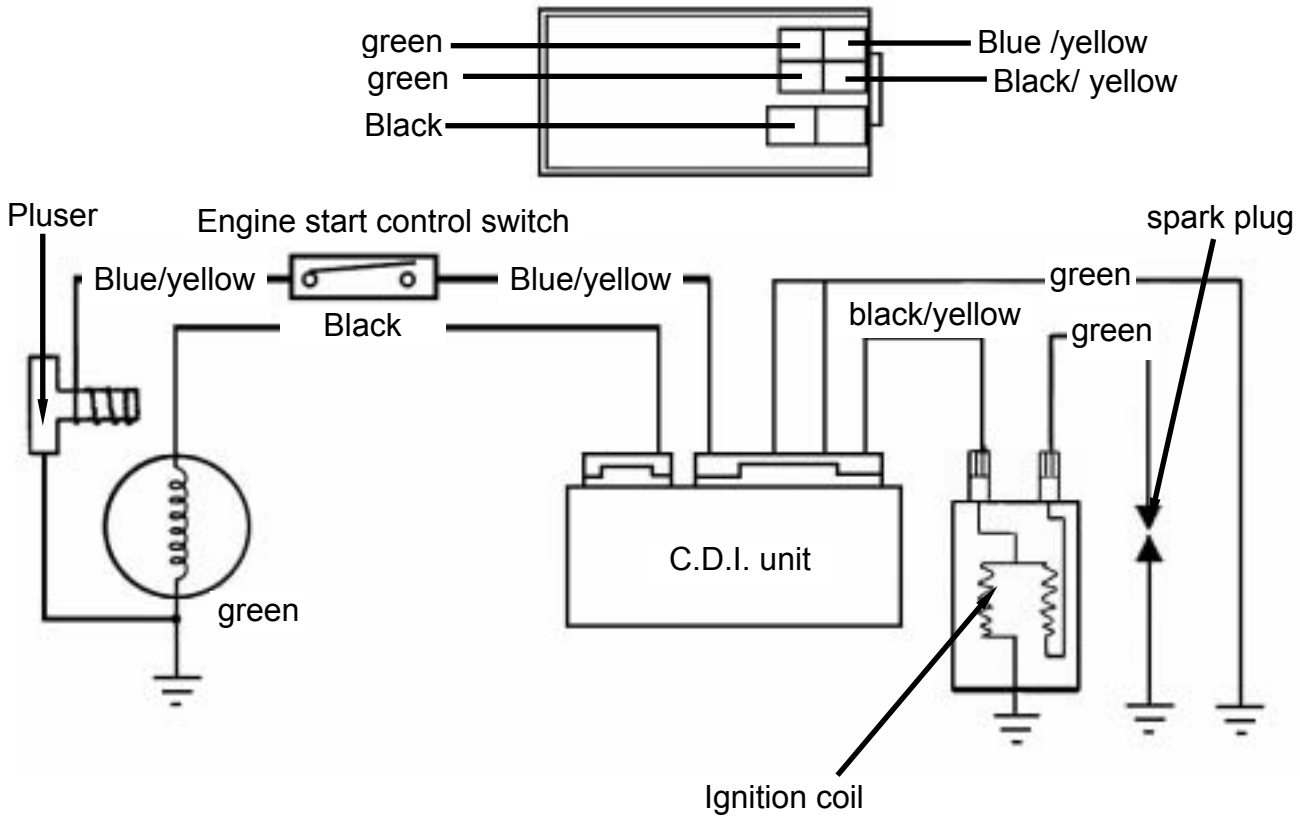
Standard: 5Ω/5W: 4.5~5.5(green/black)

Standard: 7.5Ω/30W: 7.0~8.0(pink)



IGNITION SYSTEM

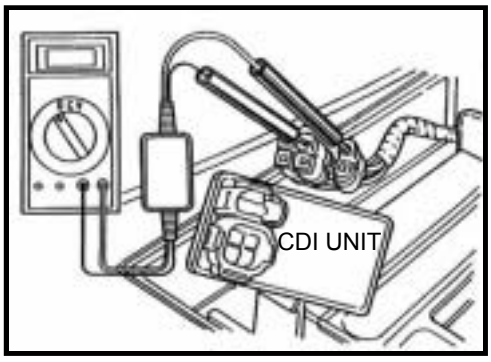
Ignition System Circuit



CDI UNIT

Removal

Remove the right body cover, then the C.D.I. unit can be removed from the frame.



Check

Disconnect the connector from the CDI unit.

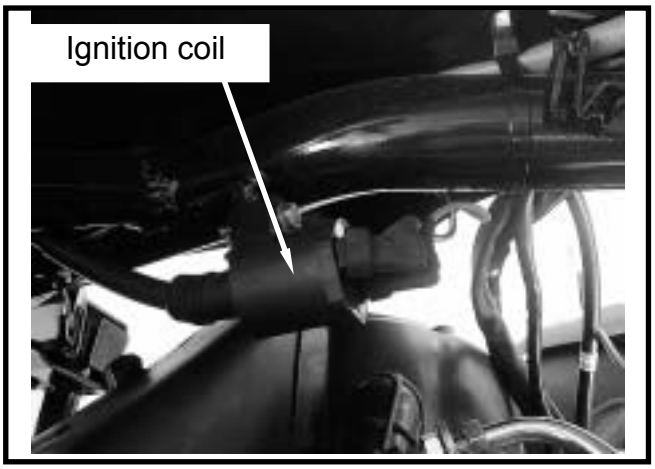
Make the following inspection at each terminal of the harness side connector.

ITEM		Measure at:	Standard (at 20C)
Pulse Generator		Blue/Yellow-green	50 ~200Ω
Ignition Coil	Primary	Black/yellow-green	0.21Ω±10%
	Secondary	Green-high voltage cable -w/o cap	3~5KΩ
		Green-high voltage cable - w/ cap	7~12KΩ

Ignition coil

Removal

Remove the luggage box, center cover.
Remove spark plug cap.
Remove the primary coil wire of ignition coil.
Remove the fix bolts for the ignition coil, and remove the ignition coil.
Install the ignition coil in reverse order of removal.

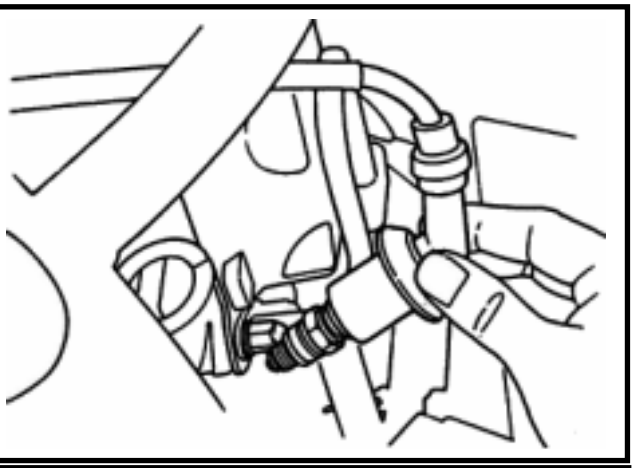


⚠ Caution

Install primary coil with black/yellow lead connected to black connector and green lead connected to green connector.

Spark plug confirmation

Remove the spark plug and install a good plug into plug cap, and then ground it to engine ground.
Make sure its spark condition. If it is in not good or burnt spark plug, replace the spark plug with new one.

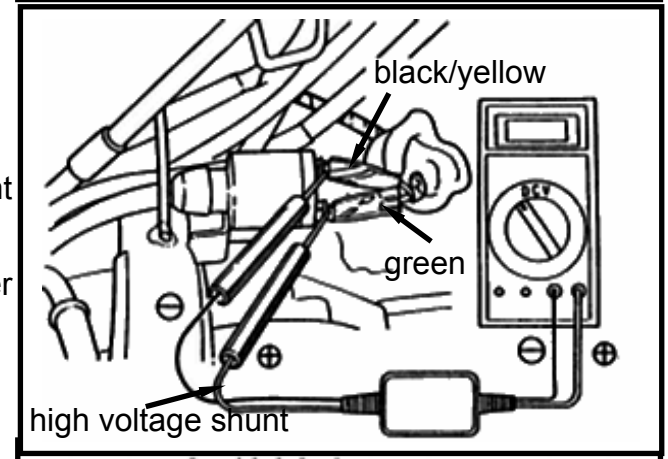


⚠ Caution

- Make sure each wire connection is correct, and test as required. Even the wire connection is in correct, sometimes, it might not be tested occurred.

Connect the high voltage shunt with a multi-meter or input a resistor in the 10MΩ 100V of voltage meter.
Connect ignition coil wires, and connect a shunt between primary terminal (black/yellow and green) and frame ground.
Press the starting motor button, or starting lever to test the max. primary voltage of ignition coil.
Connection: connect (+) terminal to green side, and (-) to black/yellow side.

Min. voltage: Above 95 V.



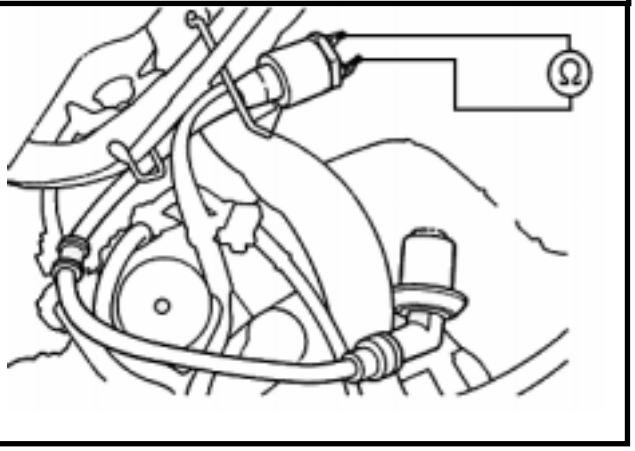
⚠ Caution

Do not touch metal parts on the test probe with fingers to avoid electric shock.

Disconnect the primary coil connector and check the resistance between primary coil terminals.

Standard: 0.21Ω±10%Ω(at 20℃)

Primary coil is good if resistance within standard.
Primary coil is broken if resistance is infinite.
Replace the coil.



Secondary coil

Attached the spark plug cap, measure the resistance between plug cap side and green terminal.

Standard value: 7-12 kΩ(20℃)

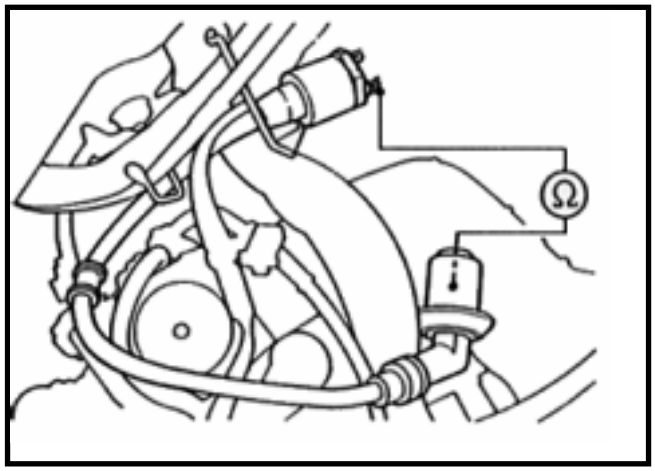
Remove the spark plug cap, measure the resistance between plug cap side and green terminal.

Standard value: 3-5 kΩ(20℃)

Secondary coil is good if resistance within standard.

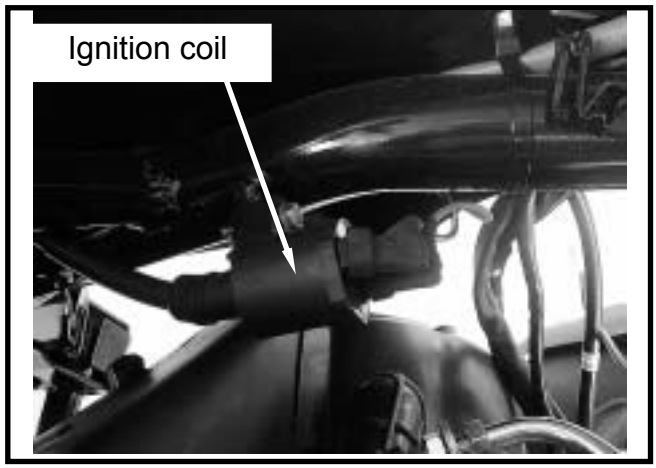
Secondary coil is broken if resistance is infinite.

If the spark plug cap attached and the measured value is exceed standard value, it means the spark plug cap is in not good.



Replacement

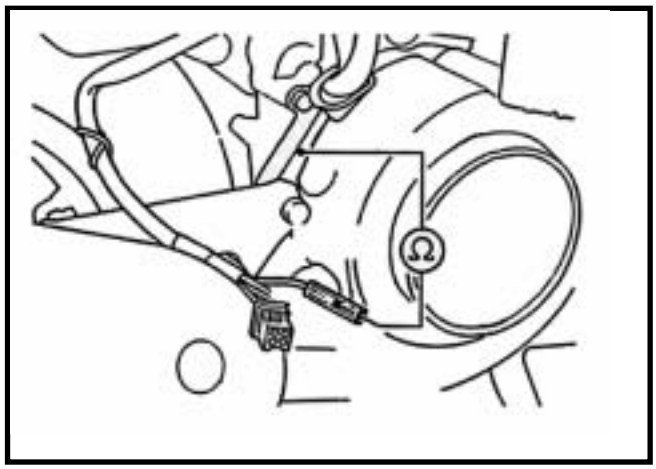
Remove the ignition coil bolt to replace the ignition coil if necessary.



Pulse generator

⚠ Caution

Checking pulse generator can be done on engine. But, the spark plug must be installed onto the cylinder head, and cylinder compression pressure must be in normal condition.



Check

Remove body cover.

Remove the pulse generator connector.

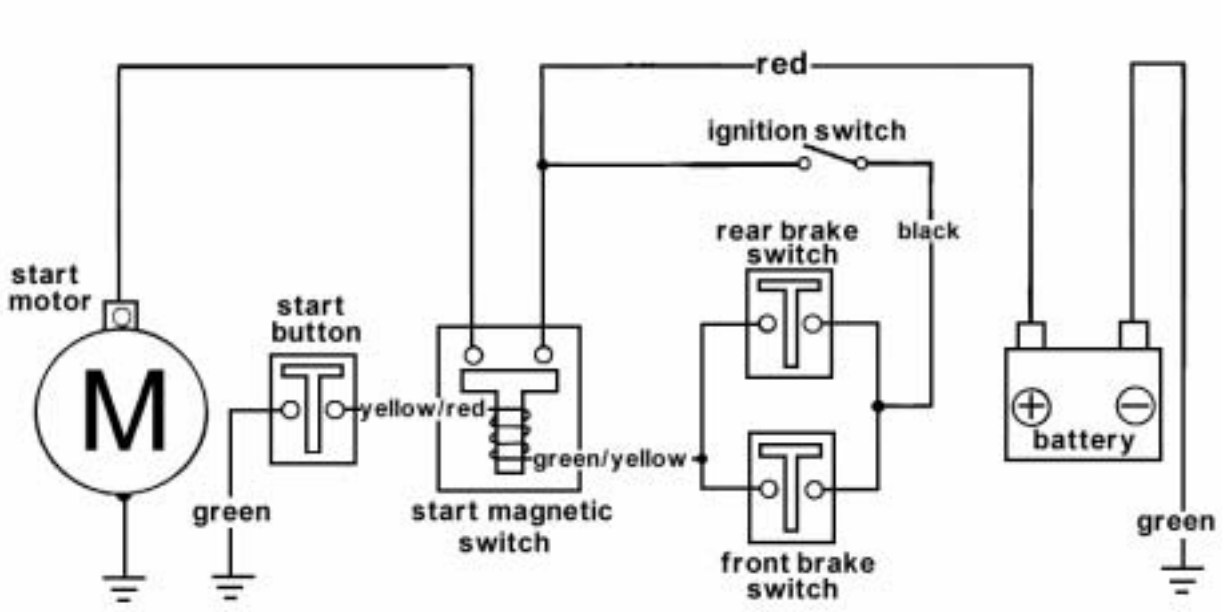
Measure the resistance between blue/yellow terminal on engine side and frame ground.

Standard: 140±20Ω(20℃)

Replace the alternator if the measured value exceeds standard value.

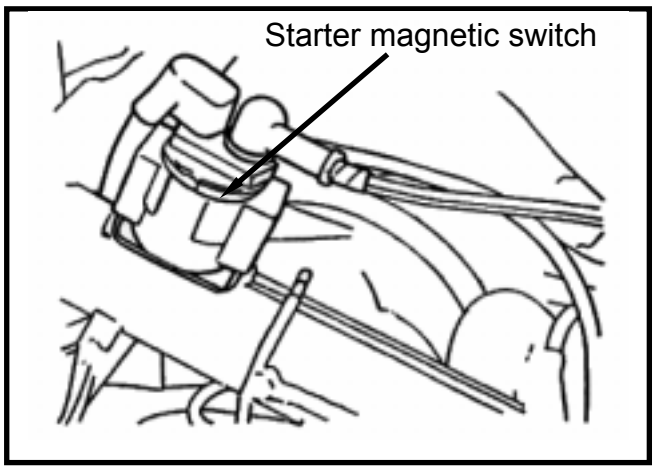
STARTING SYSTEM

Starting Circuit

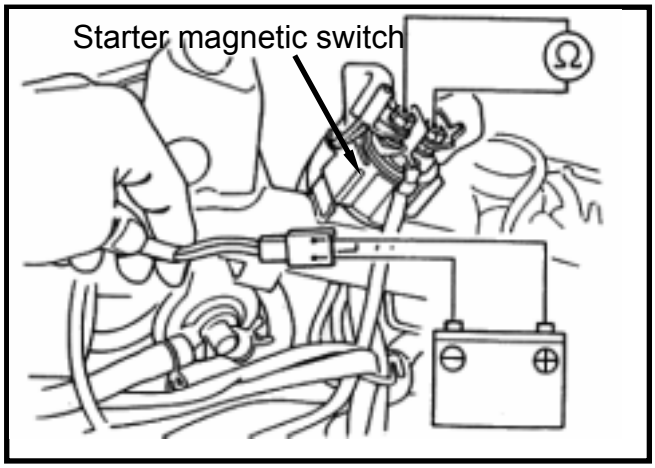


Starter magnetic switch inspection

Turn main switch to "on", and operate the brake lever. Then press starting button to check if there a click sound. It is normal if there is a click sound.

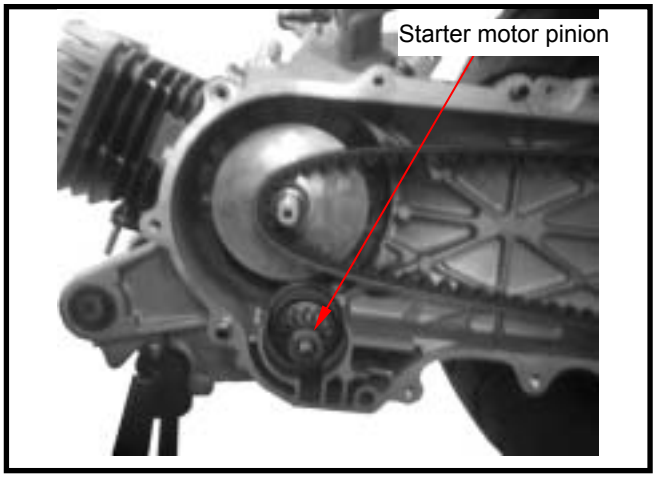


Remove the luggage box.
Disconnect the battery negative (-) terminal.
Remove the battery positive (+) connection and starting motor wires from the starter magnetic switch large pin.
Remove the power control connector of the Starter magnetic switch.
Connect a Ohmmeter between the Starter magnetic switch large pins.
Connect the green/yellow wire to battery positive (+) terminal, and yellow/red to battery negative (-) terminal.
Check the continuity between the Starter magnetic switch large pins. If it is not continuity, then replace the starter magnetic switch.



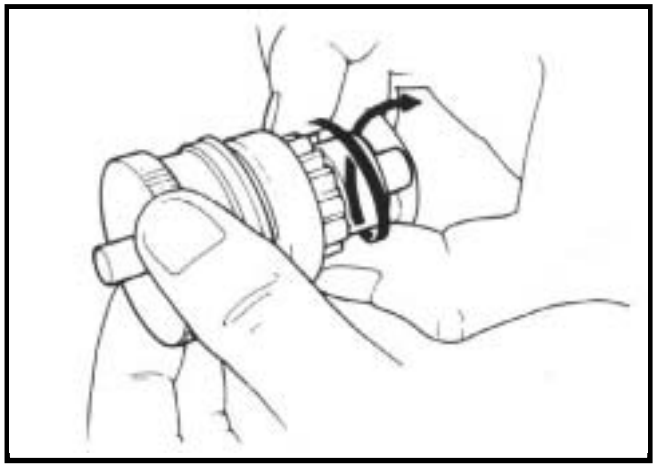
Starter Motor Pinion Removal/Installation

Remove left crankcase cover and drive face.
Remove starter motor pinion.
Install the starter motor pinion in reverse order of removal.



Starter Motor Pinion Inspection

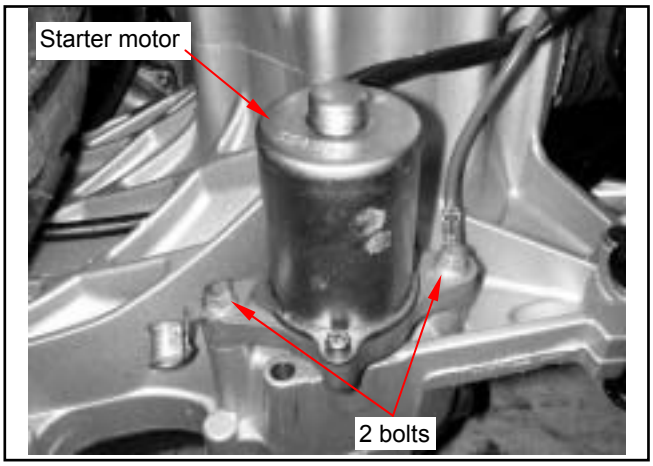
- Pinion, reduction gear for wear out or damage → replace it with new one.
- Gear journal for wear out or damage → replace it with new one.



Check the pinion for sliding in axial direction smoothly.

- The pinion sliding in axial direction not in smooth → replace it with new one.

Starter Motor Removal/Disassembly
Remove body cover.
Remove bolt and oil pump control cable.
Disconnect starter motor harness coupler.
Remove 2 bolts for separation starter motor and gasket.
Remove 2 bolts for disassembly the starter motor.

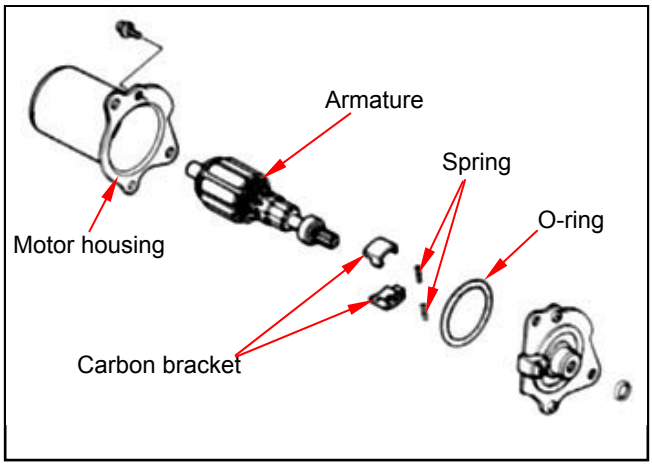


Armature Inspection
Check the armature for discoloration or other damage. It may be short-circuiting if dark surface on the shifter found.

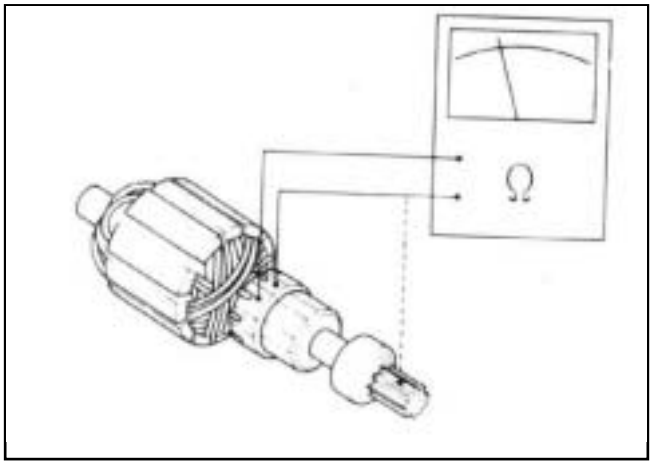
Caution

Do not clean the shifter surface with sandpaper.

Check continuity 1) both the shifter surface and shaft, 2) among the shifter surfaces. It can be in continuity among the shifter surfaces, but both the shifter surface and the shaft cannot be in continuity.



Starter Motor Re-Assembly/Installation
Re-assemble and install the starter motor in reverse order of removal procedures.



Oil Level Switch

Troubleshooting

- If the oil level in oil tank is in specified level, but the oil level indicator still goes on.
  1.Remove luggage box.
  2.Disconnect oil level switch wire, and turn the main switch to ON position.

Indicator light up	Indicator not light up
↓	↓
Short-circuit between indicator and oil level switch.	Malfunction of oil level switch.

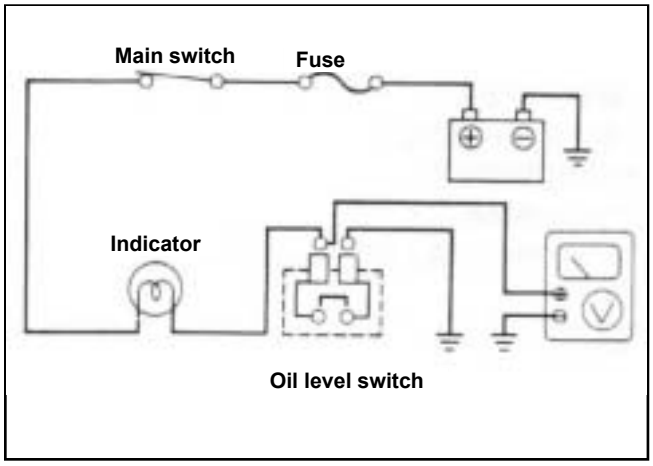
- If there is no oil in oil tank or low oil level, but the oil level indicator still not goes on.
  3. Remove body cover.
  4. Disconnect oil level switch wire and connect a jump wire among coupler, and then turn the main switch to ON position.

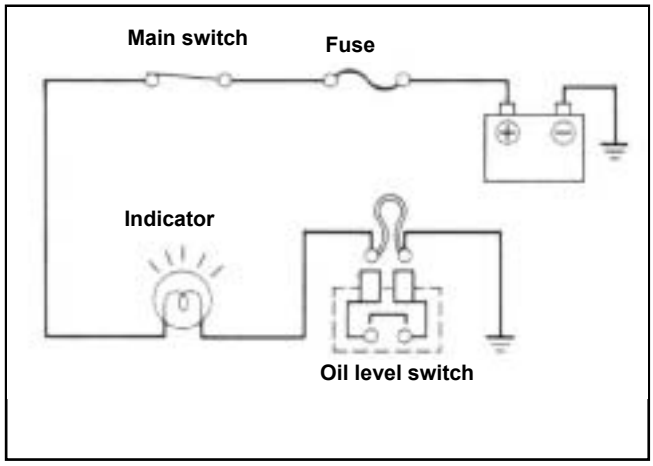
Indicator not light up	Indicator light up
↓	↓
Poor wire connection.	Malfunction of oil level switch.

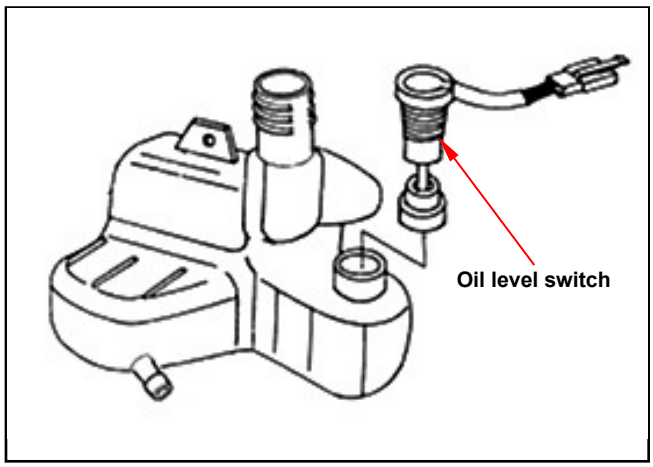
5.Disconnect oil level switch coupler, and check voltage between wire and ground.

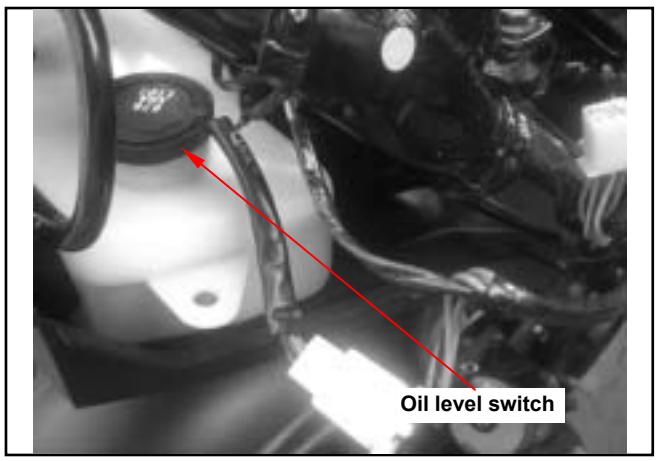
No voltage	Voltage
↓	↓
• Open-circuit between oil level switch and indicator. • Blown bulb.	• Malfunction of oil level switch. • Poor connection of oil level switch.

Removal/Installation
Remove luggage box.
Drain out oil from oil outlet tube.
Pull up oil level switch, and then remove oil level switch from the oil tank.
Install the oil level switch in reverse order of removal procedures.

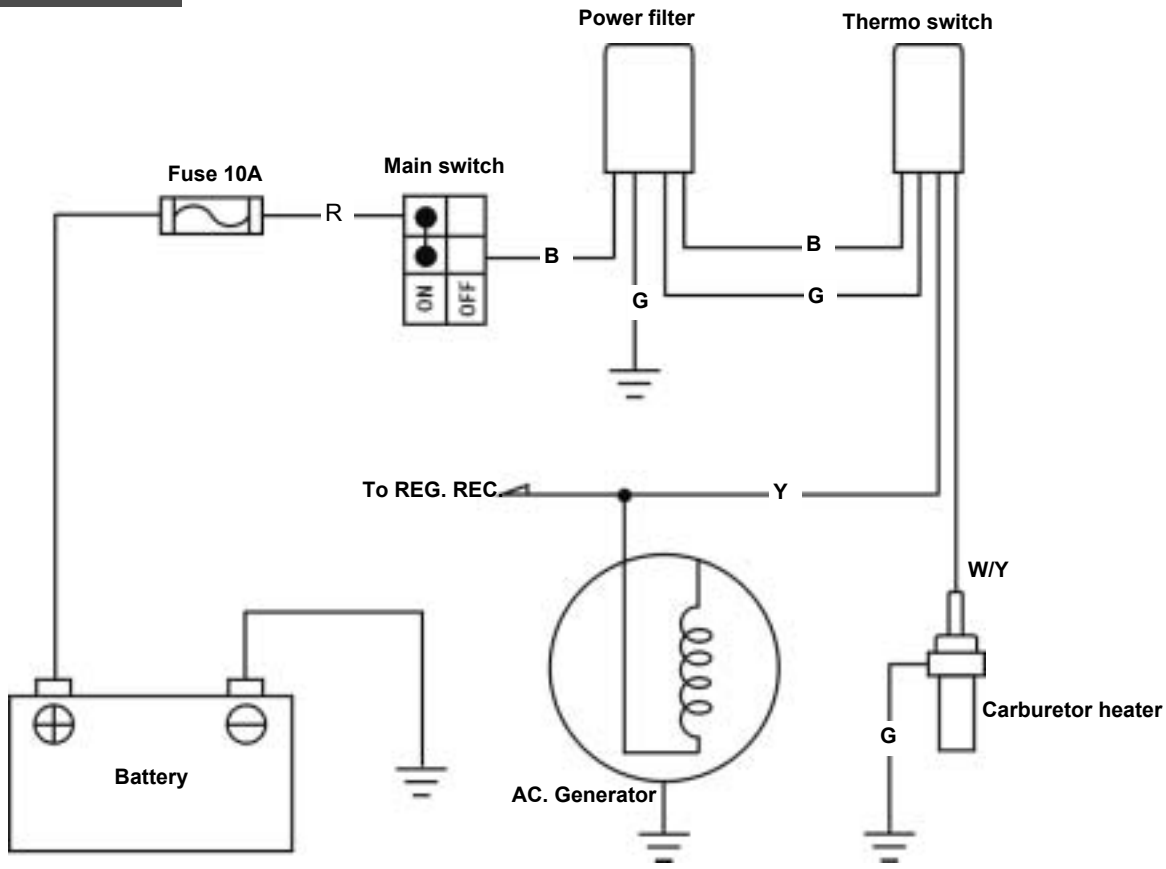




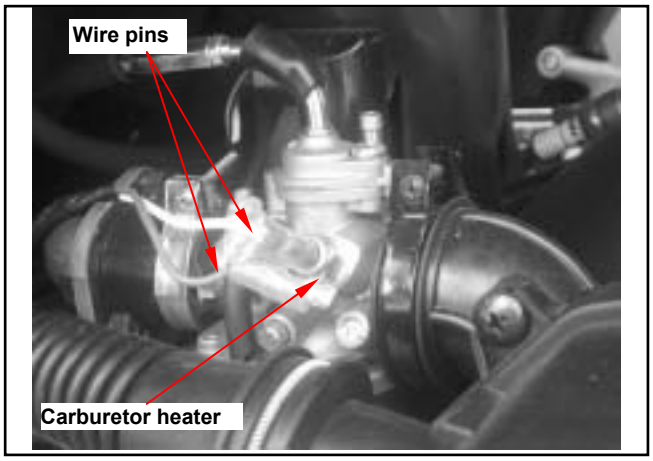




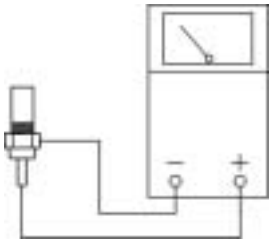
Carburetor Heater



Removal/Installation
Remove luggage box, rear carrier and body cover.
Remove carburetor heater wire pins.
Remove carburetor heater.

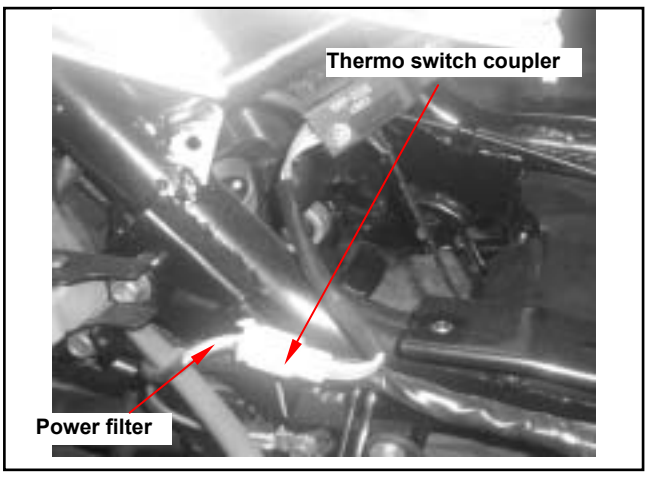


Inspection



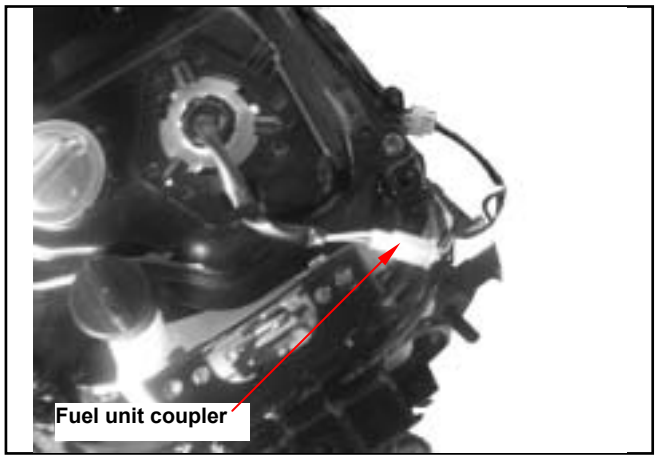
Carburetor heater resistance : 7±10%Ω

Remove power filter coupler and thermo switch coupler, and then remove power filter and thermo switch.

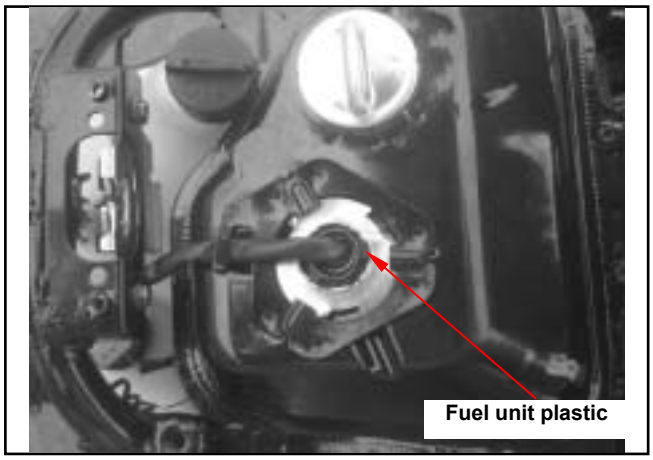


Fuel Unit

Removal/Installation
Remove luggage box, rear carrier and body cover.
Disconnect fuel unit coupler from rear wheel side.



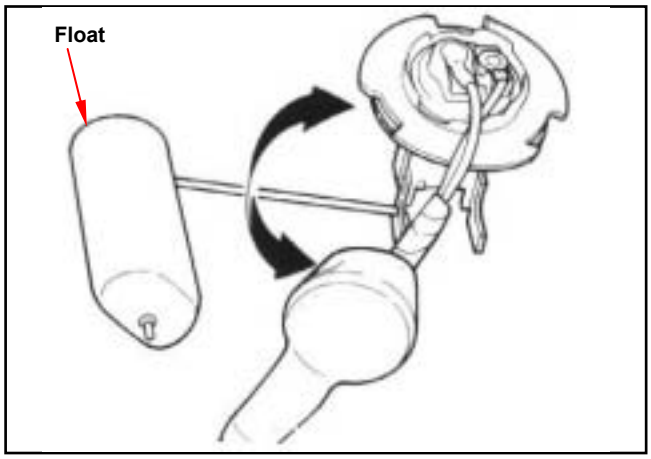
Turns the fuel unit retain plate in counter-clockwise direction and then remove the fuel unit retain plate.
Remove the fuel unit.



Caution

Do not bend the float arm.

Install in reverse order of removal procedures.
Remark: Aligning the slot of fuel unit with the retain plate of fuel tank as installation, and then turn the retain plate in clockwise direction until matching to the arrow.



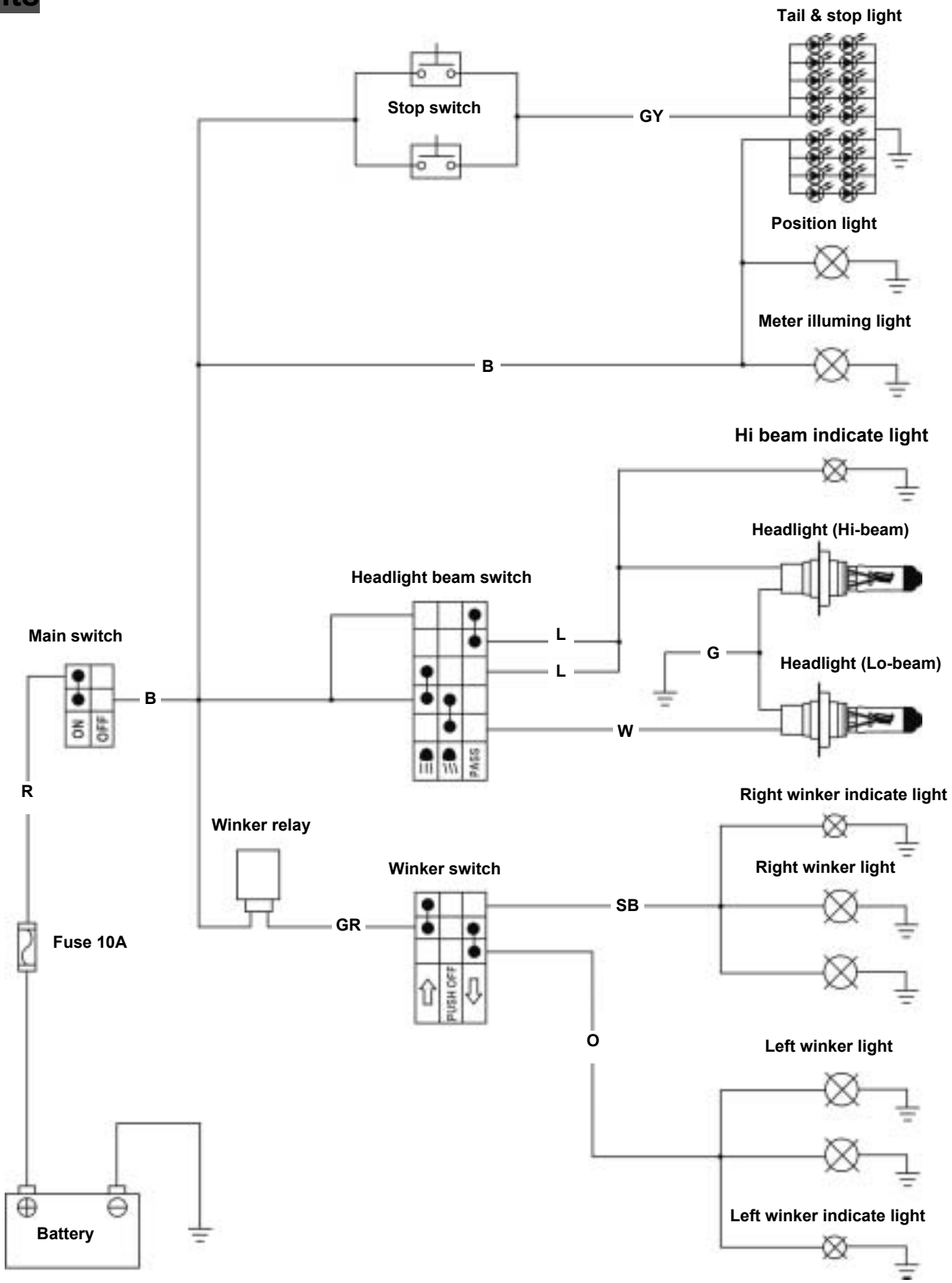
Inspection

1. Connect the fuel unit coupler.
   Turn the main switch ON.
   Move the float in up and down, and make sure that the fuel indicator can be reached to F (Full) and E (Empty) positions.
   Conduct the step 2 if the needle on the fuel indicator is not moved.
2. Measure the coupler resistance while the float in up and down positions.

Float position	Resistance value
Up (full)	3~10Ω
Down (empty)	90~100Ω

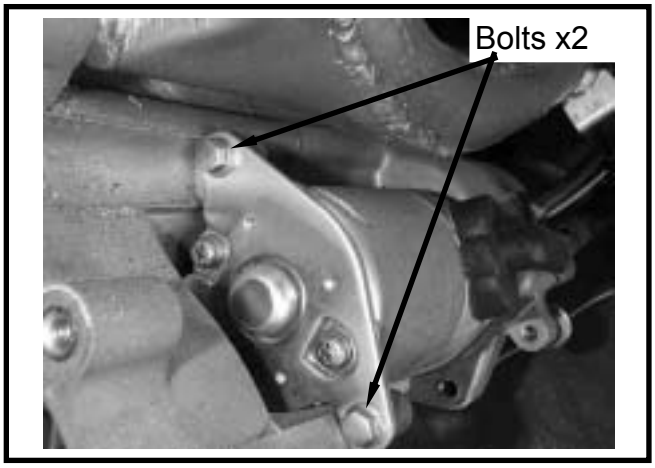
Check the fuel indicator if the resistance is in normal.
Replace the fuel gauge if the resistance is abnormal.

Lights


Tail & stop light
Stop switch
GY
Position light
Meter illuming light
B
Hi beam indicate light
Headlight (Hi-beam)
Headlight beam switch
Main switch
L
L
G
Headlight (Lo-beam)
B
W
ON
OFF
PASS
R
Right winker indicate light
Winker relay
Winker switch
Right winker light
SB
GR
Fuse 10A
PUSH OFF
O
Left winker light
Left winker indicate light
Battery

Starting Motor Removal

Remove the battery cover.
Firstly, remove the battery negative (-) terminal, and then remove the positive (+) terminal.
Remove the luggage box.
Remove the starting motor power wire.
Remove the starting motor mounting bolts and motor.



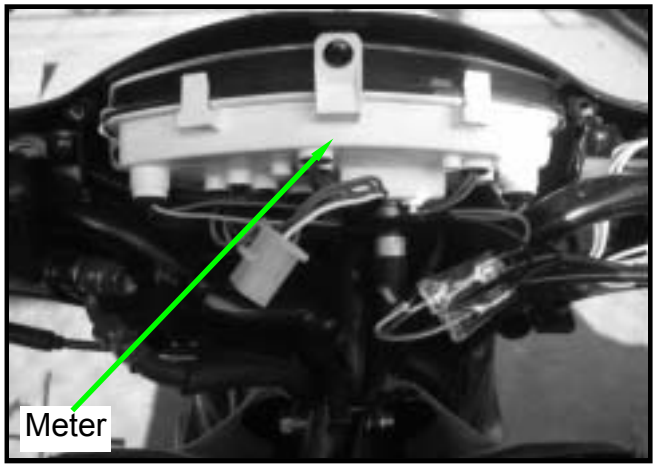
Starting Motor Installation

Install the motor in reverse order of removal.

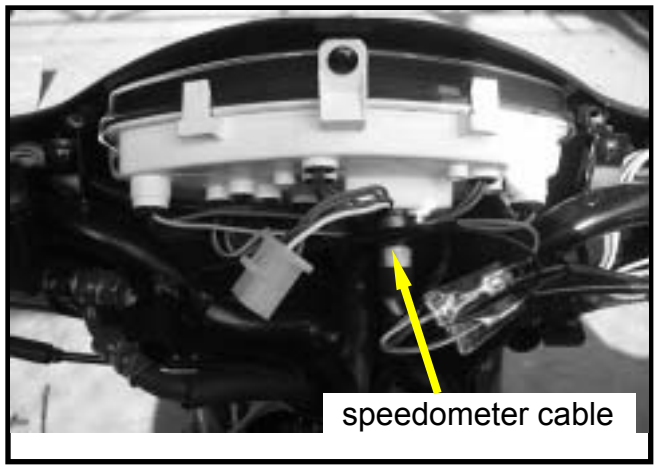
METER

Removal

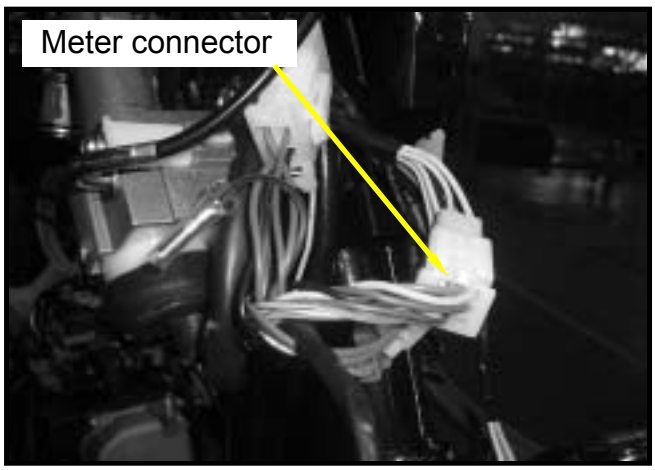
Remove the front handle cover.



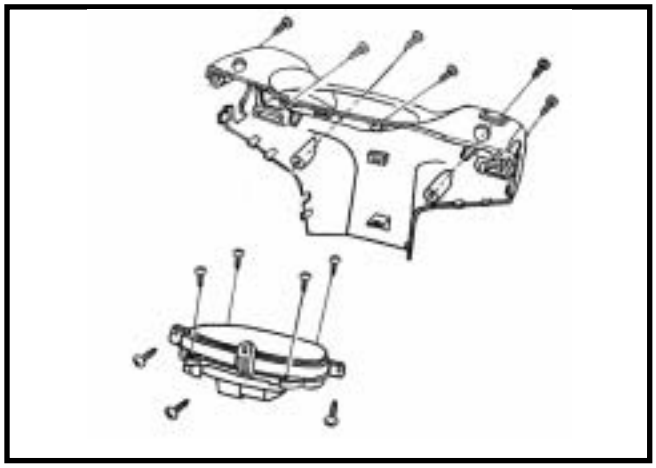
Remove the speedometer cable.

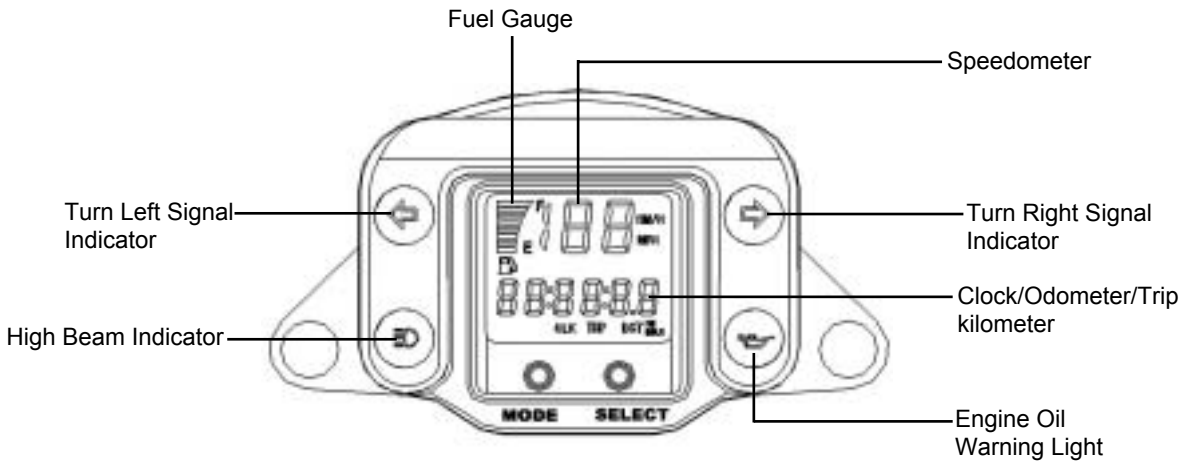


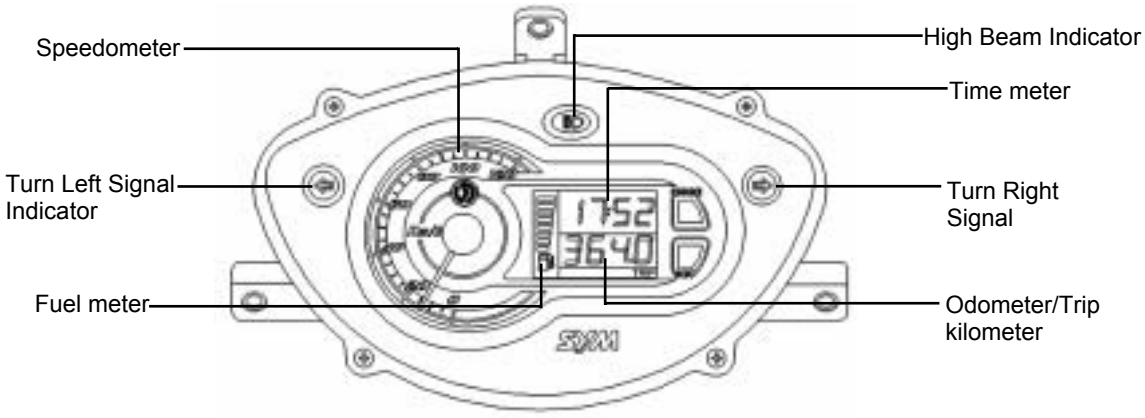
Remove the front cover.
Remove the power connector of the meter.



Remove the rear handle cover.
Remove the meter mounting screws.
Take out the meter.







⚠ Caution

Do not wipe the meter or headlight with organic solvent such as gasoline to prevent from damage these components.

Installation

Install the meter in reverse order of removal.

LIGHT/BULBS



Headlight Bulb Replacement

Rear the front handle cover.
Disconnect the headlight wire connector.
Press down the bulb spring locker and then remove the locker with turning it left motion.
Remove the bulb.
Replace the bulb with new one if necessary. (12V 35W/35W)

⚠ Caution

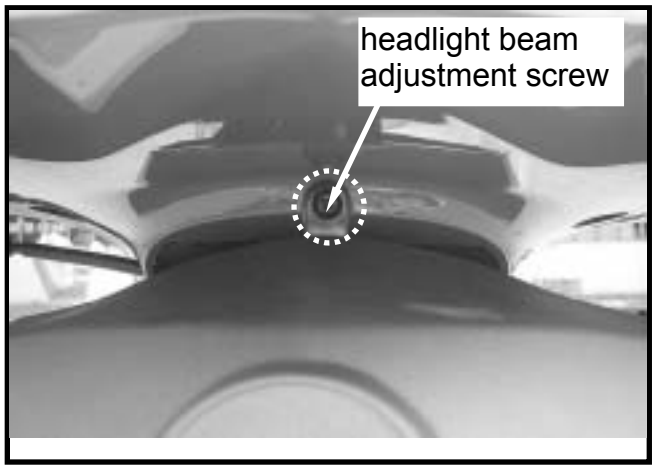
- Do not touch the bulb surface with fingers because the bulb will create hot-spot so that let it be burnt. It has to be package with cloth or wear glove as installing.
- Wipe the bulb with cloth to prevent from damaged if the bulb be touched by hands.

Install the bulb in reverse order of removal.
Turn the main switch ON/OFF to check if the bulb has been installed properly after installation.

Please conduct the headlight beam adjustment job if replace the headlight bulb.

The headlight beam adjustment

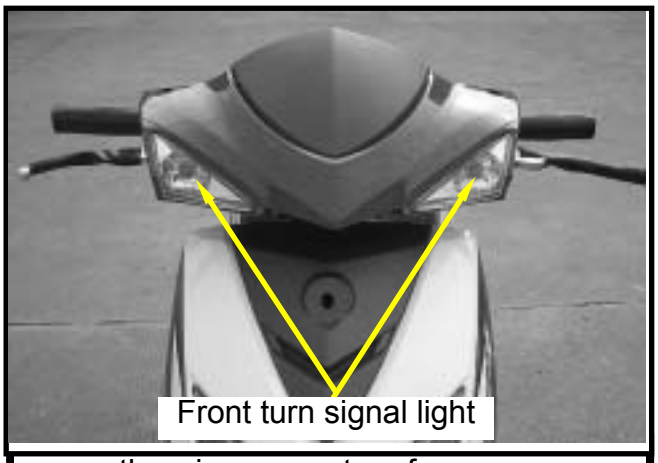
Loosen the adjustment bolt located under the headlight.

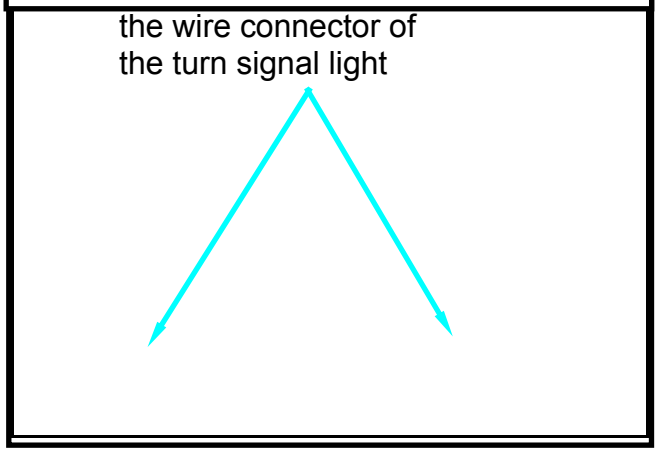


⚠ Caution

- This outer cover of headlight is a fixed type so that the light seat will be moved only when adjusting.

Front Turn Signal Lamp Bulb Replacement
Remove the front handle cover.
Remove the wire connector of the turn signal light.



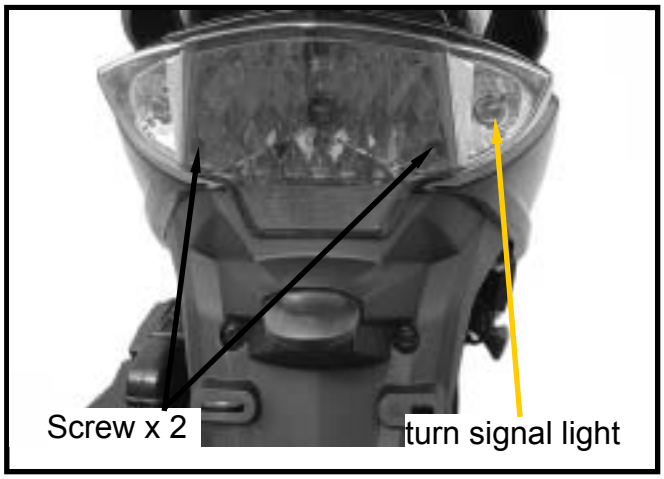


Pull out the bulb and replace it with new one. (12V 10W)

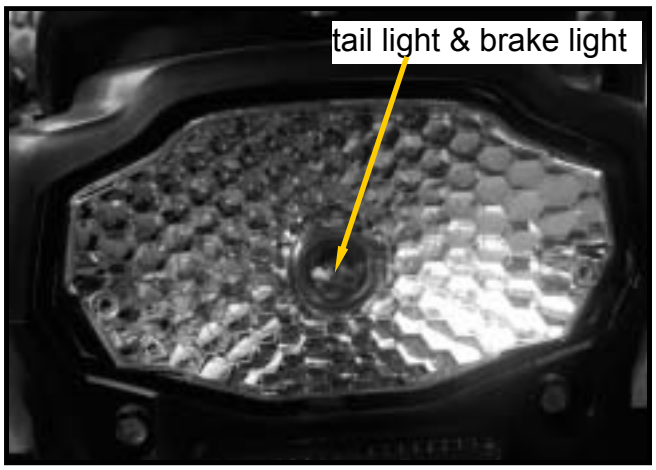
Installation
Install the bulb in reverse order of removal.

Bulbs Replacement of tail light/brake light/rear turn signal light.
Remove the 2 screws of the taillight &left/right turn light lens.

Remove the tail light assembly.



Replace the bulbs of the tail light, brake light (12V 5W/21W)
Replace the bulbs of the turn signal light (12V/10W).



Installation
Install the bulb in reverse order of removal.

MAIN SWITCH/HORN

Main Switch

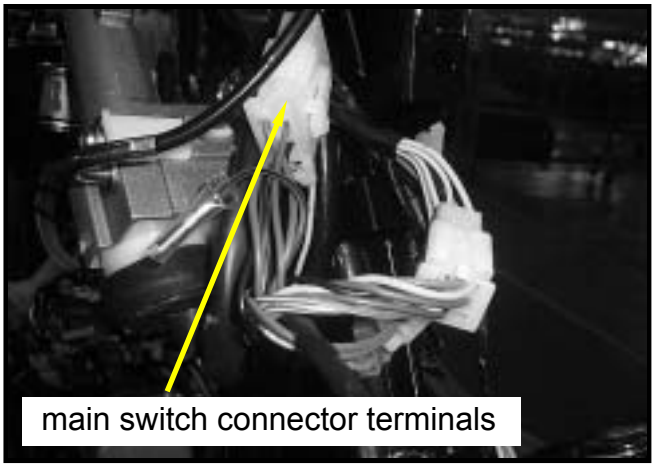
Check

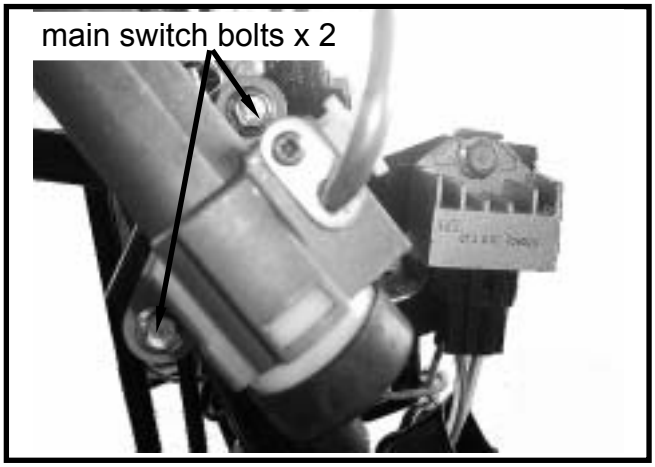
Remove the headlight connector and the front cover.

Disconnect main switch leads connector.

Check connector terminals for continuity.

color / Location	Black	Red	green	green
LOCK	●			●
OFF	●		●	
ON	●	●		





Replacement

Remove the main switch connector and fixing bolts (bolts x 2)

Remove the main switch.

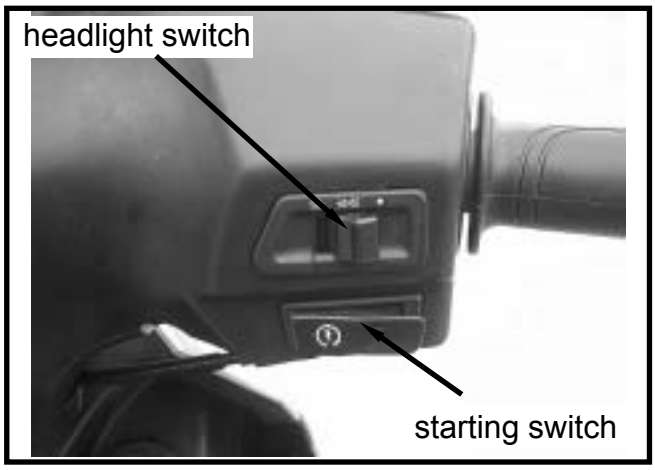
Install a new main switch and tighten the bolts. (bolts x2)

Handle switch

Remove the front handle cover.
Disconnect the connector of the handle switch.
Check the continuity of follow pins listed below columns.

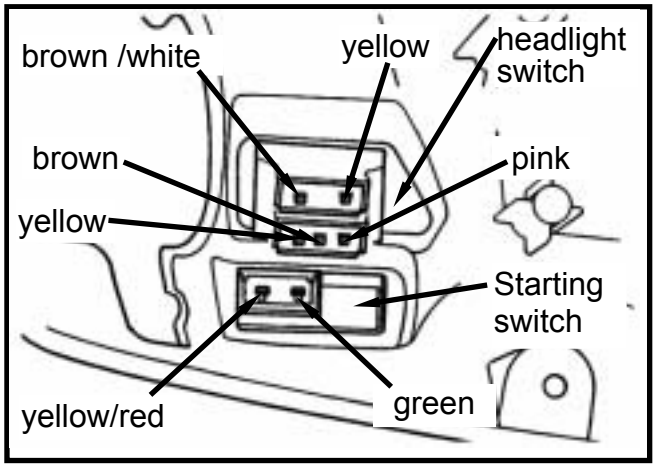
Headlight switch

color / Location	Brown	Yellow	Pink	Brown /White	Yellow
●		●	●		
DC	●	●			
☀	●	●		●	●



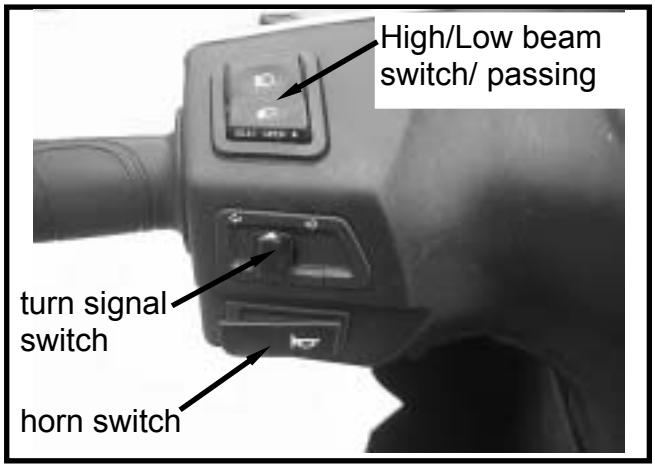
Starting switch

color / Location	Yellow/red	green
FREE		
⚡	●	●



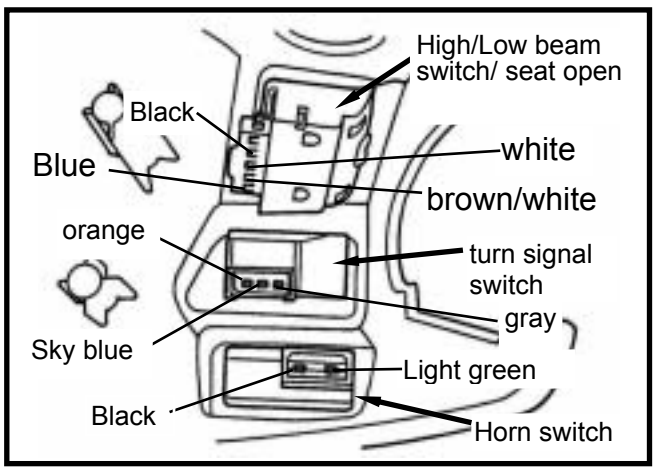
High/Low beam switch/ passing

color / Location	blue	white	brown/ white	White/ green
≡D	●		●	
≡D		●	●	
passing			●	●



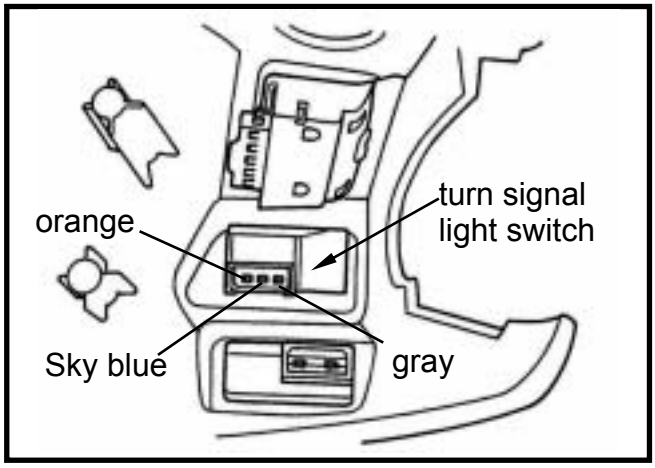
Horn switch

color / Location	Black	Light green
FREE		
📯	●	●



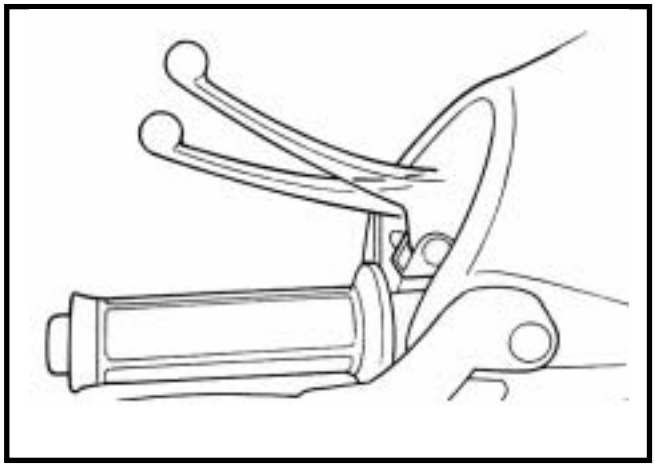
Turn signal light switch

Location \ color		Sky blue	Gray	orange
➡		●	●	
N	FROM R	●	●	
	PUSH OFF			
	FROM L		●	●
⬅			●	●



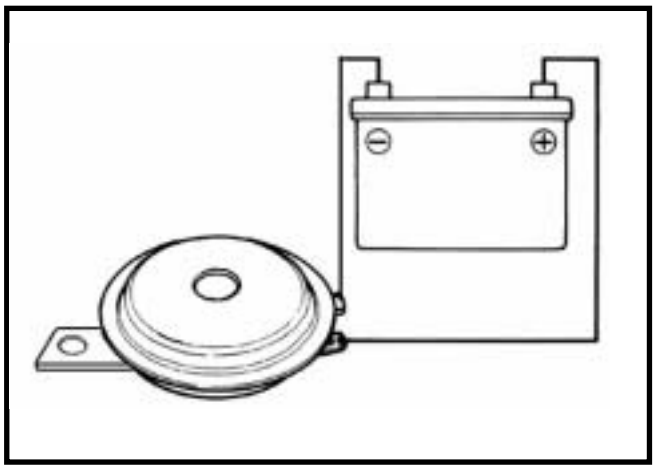
Brake light switch

The circuit of black wire and the green/yellow wire on the brake light switch should be in continuity when operating the brake lever.
If the switch damaged, replace it with new one.



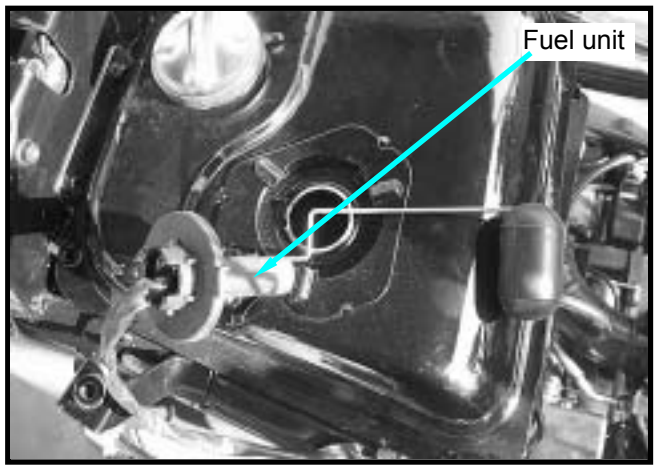
Horn

Remove the front cover.
Connect the light blue wire on the horn to the battery positive (+) terminal, and the green wire to the battery negative (-) terminal. Then, the horn should sound.
Replace it if necessary.



FUEL UNIT

Open the seat.
Remove the luggage box(bolts x 4) .
Remove the R.R. carrier(bolts x 3) .
Remove the body cover.
Disconnect the fuel unit wire connector.



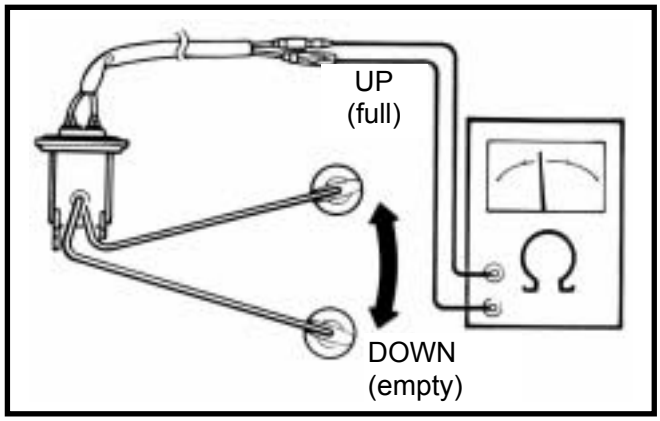
Caution

Do not damage or bend the float arm as removing.

The resistance values are listed below when the float arm in “F” and “E” positions.

Float arm position	Resistance value
E(empty)	97.5~107.5Ω
F(full)	4~10Ω

DOWN(empty)Connect the fuel unit to the main harness.
Turn the main switch “ON” position.
Move the float arm in “UP” & “DOWN”, and then check if the fuel unit indication needle is in correct position.



Caution

Turn on the turn signal light to make sure battery is in good condition before this test.

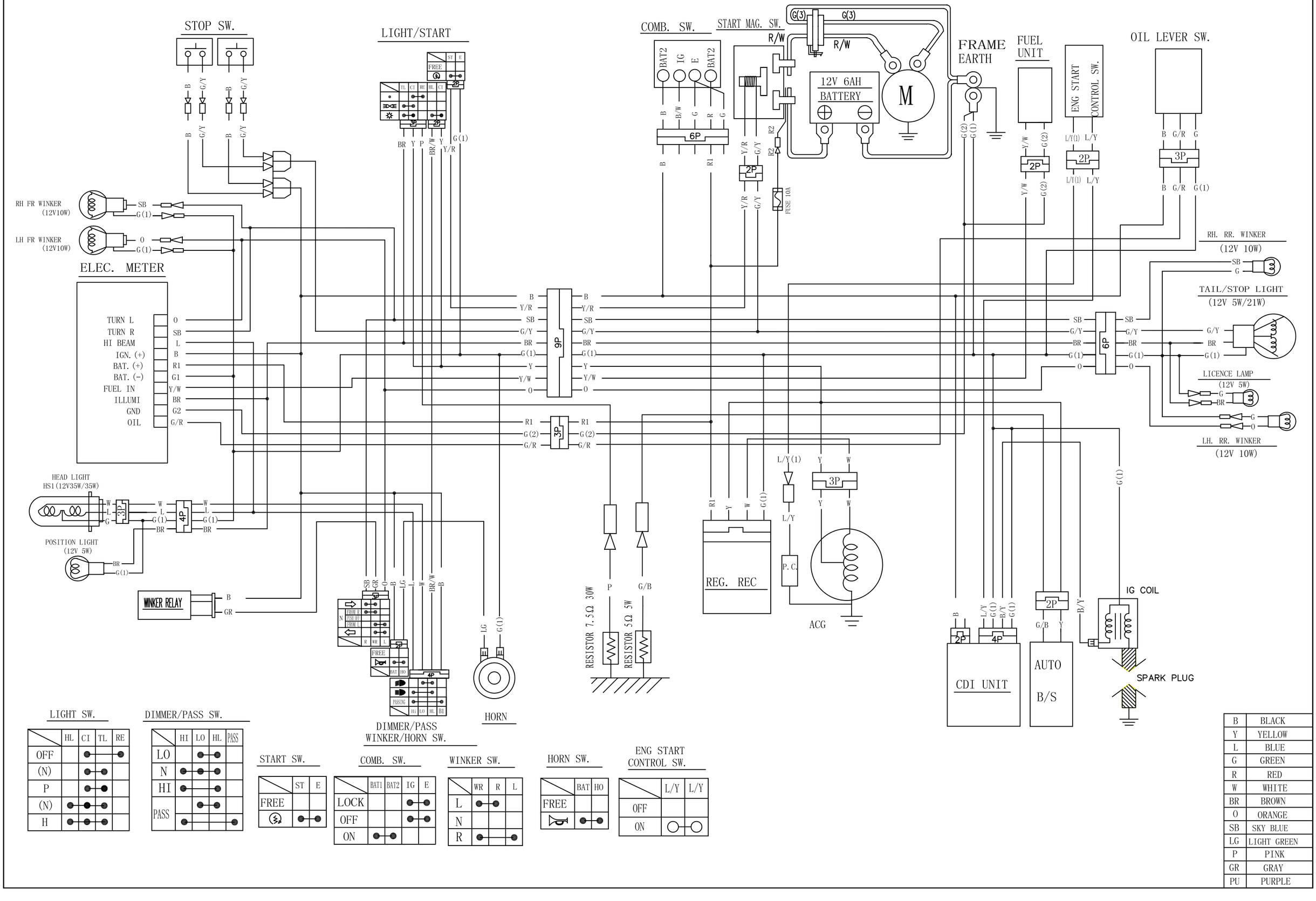
Float arm position	Indicator needle
UP(full)	E(empty)
DOWN(empty)	F(full)



Installation

Install the fuel unit in reverse order of removal.

Jet 4 R 50cc wiring diagram



LIGHT SW.

	HL	CI	TL	RE
OFF		●		●
(N)		●	●	
P		●	●	
(N)	●	●	●	
H	●	●	●	

DIMMER/PASS SW.

	HI	LO	HL	PASS
LO		●	●	
N	●	●	●	
HI	●	●	●	
PASS		●		●

START SW.

	ST	E
FREE		
	●	●

COMB. SW.

	BAT1	BAT2	IG	E
LOCK			●	●
OFF			●	●
ON	●			

WINKER SW.

	WR	R	L
L	●	●	
N			
R	●		●

HORN SW.

	BAT	HO
FREE		
	●	●

ENG START CONTROL SW.

	L/Y	L/Y
OFF		
ON	○	○

B	BLACK
Y	YELLOW
L	BLUE
G	GREEN
R	RED
W	WHITE
BR	BROWN
O	ORANGE
SB	SKY BLUE
LG	LIGHT GREEN
P	PINK
GR	GRAY
PU	PURPLE

ITEM: ACG FLYWHEEL PULLER NO：SYM-3111000 PURPOSE: REMOVE ACG FLY WHEEL	ITEM: ONE-WAY CLUTCH & STARTING GEAR LOCK NUT PULLER NO：SYM-9020100 PURPOSE: REMOVE ONE-WAY CLUTCH FIX NUT
	
ITEM: BEARING DISASSEMBLER NO：SYM- 6202Z / 6204 PURPOSE: REMOVE THE BEARING	ITEM: UNIVERSAL HOLDER NO：SYM-2210100 PURPOSE:HOLD THE MDF/CLUTCH OUTER
	
ITEM: CLUTCHSPRING COMPRESSOR NO：SYM-2301000 PURPOSE:DISASSEMBLE THE CLUTCH	ITEM: CLUTCH NUT WRENCH NO：SYM-9020200 PURPOSE:LOOSE THE CLUTCH NUT
	